



Fall 2019 Comprehensive Update

Hello everyone!

This is my last comprehensive update before the end of the current Board's term in office (January of 2016 thru December of 2019).

THANK YOU for trusting me to serve as your representative over the last four years! I've truly enjoyed working to improve your quality of life!

While this is my last update before the November 5th election, **I have decided to seek re-election** as my team and I remain eager to build upon current successes of reducing traffic congestion; ensuring safer and improved quality schools; preserving western Loudoun; ensuring more parks, trails and recreational opportunities; and continuing to support our strong economy which has allowed for increased resident services and a consistent lowering of your residential tax rate.

I hope you find this update helpful and informative, and as always, please let me know if there is ever anything I can do for you.

All my best!

Tony



Transportation Updates

EASTERN BLUE RIDGE DISTRICT PROJECTS

Arcola Blvd (Rt 50 to Loudoun County Pkwy (LCP): Arcola Blvd will ultimately serve as a bypass to the Rt 50/LCP intersection. It will connect from the Rt 50 and Gum Spring Rd intersection, to the Rt 606/LCP intersection. This \$65 million project is in the County's approved Capital Improvement Plan (CIP) with funding scheduled for FY 2019 through FY 2023. Loudoun has been awarded a significant portion of this amount via Smart Scale state funding which the state plans to provide to the County by FY 2024. In addition to this project being in the County's approved CIP, it is also part of two approved development proffers (Arcola Center & Glascock Field). Given the approval of these two proffers, it is now expected that Arcola Blvd (Rt 50 - Evergreen Mills Rd) will be completed and open to traffic by the

Spring of 2021, which in reality is probably about 5 years ahead of when it otherwise would have been complete, if the county were to do the project. County transportation staff reviewed design proposals received on March 29, 2019, and procurement staff issued a notice of shortlist on May 16, 2019, listing the top qualified firms to be interviewed for final ranking. Transportation staff is still holding discussions with the Arcola Center developer regarding the section between Evergreen Mills road and the Arcola Blvd near Loudoun County Parkway whose proffer would be accelerated. Once terms have been mutually agreed, staff will prepare an item to bring to the Board of Supervisors. I am hopeful that all of Arcola Blvd from Rte 50 to Loudoun County Pkwy will be built under proffer or in furtherance of a proffer.

The Arcola Center proffer was approved in October of 2018, and requires the developer to:

- Begin construction of Arcola Blvd (Rt 50 - Dulles West Blvd (DWB)) within 90 days of securing the necessary right-of-way and approval of construction plans, and to complete construction within 18 months of construction commencement.
- Begin construction of Arcola Blvd (DWB - Evergreen Mills Road (EMR)) within 6 months of approval and to complete construction within 24 months of construction commencement. Note: The applicant also proposes to extend DWB from its current ending point (near Walmart) to its planned intersection with Arcola Blvd under this same timeframe.
- Begin construction of Arcola Blvd (EMR - existing Arcola Blvd near LCP)) prior to the issuance of permits for the 1,750,000 square feet of non-residential, or the 1,000th residential dwelling permit (these residential dwellings were approved by a prior Board of Supervisors).

Note: The Arcola Center developer is required per an approved proffer to construct an additional eastbound lane of Evergreen Mills Rd (EMR) along the border of its development and existing EMR. Specifically, the developer will construct an additional eastbound EMR lane located adjacent to its border and west of Arcola Blvd (EMR West) prior to the first day of school in the Fall of 2021. The

developer will also construct another eastbound EMR lane located adjacent to its border and east of Arcola Blvd (EMR East) within 24 months of completion of the western portion.

The approved Glascock Field proffer requires the developer to:

- Obtain the necessary right-of-way, easements and permits for construction of Arcola Blvd (Rt 50 - DWB).
- Transfer ownership of the above listed items to the County.

Belmont Glen Community HOA - Traffic Calming Request: A formal request was submitted to county transportation staff by my office in January of 2019 to look at traffic calming measures for Lady Fern place, between two sections of Guildhall Drive; and for Walkley Hill Place, from its intersection with Guildhall Drive/Fairhunt Drive and Julia Street. County transportation staff conducted the required speed study in April of 2019, before School let out as the community requested. Lady Fern has a very pronounced curvature with cars often parked on both sides of the road. Staff could not find a good location to conduct the study on Lady Fern and advised that in addition to the vehicle count being too low to qualify for the traffic calming program, the length of the roadway doesn't allow for excessively high speed accumulations. Unfortunately, the volumes and the speeds recorded during the study did not meet the minimum qualifications for traffic calming measures in either section studied, beyond driver education and increased enforcement by the Sheriff's Office. The community also requested installation of all-way-stop signs at various intersections. We looked into this; however, VDOT no longer includes the addition of all-way-stops as an option under the traffic calming measure program. County transportation staff advises that they are happy to make themselves available to meet with the community to discuss the results and additional thoughts on mitigation, should the community wish to do so.

Belmont Ridge Road (BRR): These projects will widen Belmont Ridge Rd (BRR) from two to four lanes and install traffic lights at critical intersections:

- **Gloucester Parkway to Hay Road:** This project widens BRR to four lanes from Hay Rd to Gloucester Pkwy. The project also

constructs a bridge over the W&OD Trail and a direct connection from the shared-use path along BRR to the W&OD Trail. It also constructs a parking lot for trail users. This project was completed on November 21, 2018 with a full four lane configuration open to traffic. The ribbon cutting was held on December 5, 2018.

- **Belmont Ridge Bridge Over the Greenway:** The county's long term plan is to widen the bridge and add pedestrian accommodations and a sound wall; however, VDOT is making progress on an interim solution in order to reduce traffic congestion asap. The interim project will increase the number of lanes from one lane to two lanes in each direction while maintaining the northbound left turn lane from BRR westbound onto the Greenway, without widening the existing bridge. It will also add two-foot shoulders on both sides of BRR. The area north of the bridge will undergo minor pavement improvements and restriping along with Ashburn Farm Pkwy/Sycolin Rd traffic signal adjustments and retiming. The area south of the bridge will undergo more significant reconstruction of the roadway's approach and the ramps to and from eastbound Dulles Greenway. The project will also include a new traffic signal on BRR's intersection with the westbound on and off ramps for the Greenway. In August of 2017 this project was identified for acceleration to enable construction to begin in 2019 rather than 2020 as originally planned. Bids were received in June and VDOT awarded a contract for \$4,321,000 to Shirley Contracting Company, LLC. Work began on September 16, 2019, to widen the road segment from a two- to a four-lane road. When work is complete, drivers on Belmont Ridge Road will have two lanes in each direction at the Dulles Greenway interchange, with two-foot shoulders on both sides. On the bridge, the widening will be done entirely within the existing deck. The project is scheduled to be complete in Fall 2020.



- **Truro Parish Drive to Northstar Boulevard (south of Croson):** This \$42.7 million project designs and constructs two additional lanes of BRR from Truro Parish Dr to Northstar Blvd. Road plans were approved in June of 2017. Transportation staff and the design consultant, Dewberry, have finalized easement documents for utility relocation with Loudoun Water, Dominion, and Verizon. Design of the project and purchase of wetland credits is complete. County staff is currently working with Washington Gas, Dominion, and Verizon on utility relocations to clear the right of way area. They are also working to secure

needed right of way from property owners along the corridor. The current estimate is for the project to be completed during FY23, but we will know more specifically after right of way acquisition is complete and the project can be bid. Due ongoing land acquisition negotiations and lack of a current timeline for utility relocation, I am unable to provide an exact expected construction completion date at this time. I will work to keep this project moving forward and keep you updated on projected timelines as additional information becomes available.

- **Belmont Ridge and Northstar Boulevard Signal:** This was a dangerous 4-way intersection where my office was able to implement an interim safety solution, while accelerating funding and installation of the long term solution (full access traffic signal with new pavement markings, pedestrian crosswalks, and ADA compliant ramps). The long term solution was approved in July of 2016 and underwent construction from October of 2017 to April of 2018. The now installed long term solution has greatly improved intersection and community safety.



- **Shreveport to Evergreen Mills Road:** This is a new project that I was able to get added to the Board's approved Capitol Improvement Plan (CIP) with funding in FY 2022, FY 2023 and FY 2024. This project will widen Belmont Ridge Road from two to four lanes between Shreveport Dr and Evergreen Mills Rd, and will include a bridge over the Broad Run Creek. Design work is currently funded in FY 2022 with construction planned for FY 2024.
- **Belmont Ridge and Evergreen Mills Road Intersection Safety Improvements:** Based on safety concerns brought to my attention in January of 2018 by the Briarfield Estates HOA and others. I worked with County transportation staff and VDOT to approve, fund and install a combination of flexible delineator posts and roadway markings designed to improve safety of the intersection. VDOT and DTCL identified a design to mitigate safety concerns from eastbound Evergreen Mills traffic improperly utilizing the right hand turn lane onto Briarfield Lane to pass vehicles waiting to turn left onto northbound Belmont Ridge Rd. The design mitigation also alleviates safety concerns from westbound Evergreen Mills Rd traffic utilizing the unpaved shoulder to pass vehicles waiting to turn left onto southbound Briarfield Lane. This is a temporary measure until Evergreen Mills Road is widened from two to four lanes (funding starting for this in FY23). On July 19, 2018, the Board approved my motion to fund, install, and assume maintenance responsibility for these improvements. The project was completed in July of 2018.



Braddock Road & Summerall Drive/Supreme Drive Signal: This project will construct a traffic signal and turn lanes at the intersection of Braddock Road and Supreme Drive/Summerall Drive. The missing half-section of Braddock Road (approximately 3,500' in length) near the intersection will be widened from two lanes to four lanes. The project is funded using General Obligation (GO) bonds and state NVTa 30% funds. The GO bonds (\$2.0M) were appropriated in FY 2017 and the NVTa 30% funds (\$2.4M) were appropriated in FY 2018. A community meeting was held at Pinebrook Elementary in January of 2018, where design concepts were presented and staff received public input. The design consultant, ATCS, submitted 90% design plans to the county and VDOT on November 20, 2018. Supplemental funding from this project is needed to include a turn lane from Summerall Drive onto eastbound Braddock Road that was not included in the original cost estimate, and since added to the project. The design consultant, ATCS, submitted 100% design plans to the County and VDOT in August of 2019. Coordination with Washington Gas to relocate a portion of their facility is ongoing. ATCS is developing right-of-way and easement plats. Since an

additional 100 percent design plan submission was required to address VDOT comments, design phase completion has been delayed from Summer 2019 to Fall 2019.

Braddock Road & Northstar Intersection Improvements: This intersection was a 2-way stop when I came into office. In working together with Supervisor Letourneau's office and VDOT, we were able to have it upgraded to a 4-way stop. Since that time, Supervisor Letourneau and I have been working to construct a much needed signal at the intersection. In 2017, Loudoun conducted a countywide "uncontrolled intersection study" in order to create a prioritized list of intersections most in need of signal installation based on intersection safety and a variety of other factors. The intersection scored well in that study, receiving a 4 out of 5 priority rating (5 being most in need); however, a number of intersections received higher scores of 5, thus delaying recommended progress on this one. However, based on area growth and the possibility of delay, I worked with VDOT for approval to utilize future growth data in order to aid the intersection in meeting the next Warrant Study. Subsequently, the Board approved funding to move forward with a study in order to help justify and accelerate the signal. Based on the results of the study and LCPS construction of Lightridge High School in the vicinity of the intersection (scheduled to open in August of 2020), I'm happy to report that the intersection has now met warrant for signal installation and that LCPS will design and install the signal to address the impact of the opening of Lightridge H.S. The new signal will be accompanied by a new right hand turn lane for southbound Northstar traffic wishing to turn westbound onto Braddock Road. The project will also include repaving of the intersection to fix grading issues and provide for a more smooth transition. The project will include all associated signage and road striping. Design plans have been reviewed and approved by VDOT and LCPS will be proceeding with completing the signal. LCPS will also be installing a roundabout at Braddock and Lightridge Farm Road for which they have already issued a construction contract. LCPS will be constructing frontage improvements to Lightridge Road adjacent to it's property. And LCPS will be installing the all-way-stop signs at Braddock Road/Trailhead Drive/Grassland Grove Drive intersection. It is anticipated that all the

above referenced work will be completed prior to Lightridge High School (HS-9) opening in August of 2020.

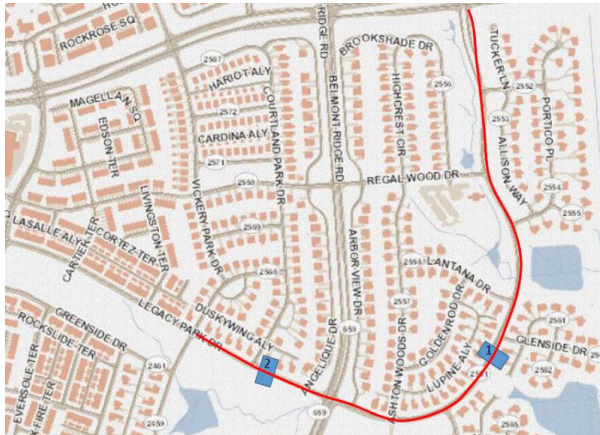
Braddock Road Widening (2 lanes each way):

- **Royal Hunter Drive to Paul VI East Entrance:** Supervisor Letourneau and I were able to get funding for this project approved for FY20, FY21, and FY22. Construction is anticipated to begin in FY22, and take approximately 2 years to complete. There is also a possible developer proffer for the section between Gum Springs Road and Royal Hunter Drive, and another developer proffer for the section between Gum Springs Road and Paul VI that could result in a faster delivery time.
- **Paul VI East Entrance to Bullrun Post Office Road:** Supervisor Letourneau and I were able to add this as a new County project with funding in future fiscal years in the adopted FY2020 CIP.

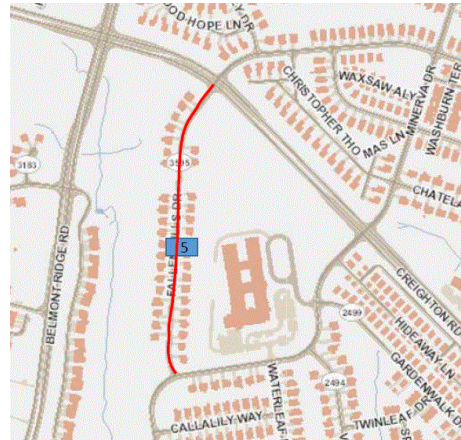
(Brambleton) Increased Fines for Speeding: In March of 2018, my office was able to obtain approval for the installation of "Speeding Additional \$200 Fine" zones in the following areas:

- Legacy Park Dr (from Olmsted Dr to Belmont Ridge Rd)
- Legacy Park Dr (from Belmont Ridge Rd to Ryan Rd)
- Fallen Hills Dr (from Creighton Rd to Minerva Dr)

Minerva Dr (Legacy Park Dr to Creighton Rd) was also studied; however, it failed to meet VDOT's speed requirement for approval. Additionally, we had previously requested to study Olympia Dr, but it did not qualify for participation at the time. Once it did qualify, my office once again requested a study which was conducted on September 18, 2018. Unfortunately, the results of the study revealed that it does not meet the VDOT threshold for participation in its "Additional Fine Zone" program.



Legacy Park Drive increased fine zone
(near Legacy Elementary School)



Fallen Hills Drive increased fine zone
(near Creighton's Corner Elementary School)

Claiborne Parkway Missing Link (Croson Lane - Ryan Road):

This project constructed Claiborne Parkway as a four lane median divided road between Ryan Road and Croson Ln and included the installation of traffic signals at Croson Lane and at Ryan Road. I'm happy to report that I was able to ensure construction of a paved walking/biking trail from the crosswalk located on the southwest corner of the Claiborne & Ryan intersection, to the existing paved trail bordering the Loudoun Valley Estates community which was not included in the original plan. This much needed improvement will improve safety for residents of the Brambleton and Loudoun Valley Estates communities. A ribbon cutting ceremony event was held on January 9, 2019; the road opened to traffic after completion of the ceremony.



Claiborne Path Missing Link: I was able to ensure construction of a paved walking/biking trail from the crosswalk located on the southwest corner of the Claiborne & Ryan intersection, to the existing paved trail bordering the Loudoun Valley Estates community. The project was completed via a change order addition to construction of the missing link of Claiborne Pkwy from Croson Ln to Ryan Rd.



Claiborne Parkway & Loudoun County Parkway Signal: This signal was proffered by Toll Brothers. In 2017, I requested a traffic signal warrant study based on future conditions (which VDOT generally does not do) be completed. The study was completed, and the signal warranted in November of 2017. VDOT subsequently provided final approval of the signal in March of 2018. Toll Brothers then finished signal design, which was approved by VDOT. Temporary closure of one of the two, pole manufacturing companies, resulted in delays for this and many other Loudoun traffic signal projects. The signal is now anticipated to be complete by early 2020. When I drove by yesterday, the bases for the signal poles had been installed and appeared ready to accept installation of the poles upon arrival. I will continue to keep you updated as additional information becomes available.

Dulles West Boulevard: See below for updates on individual segments

- **Loudoun County Pkwy (LCP) to Dulles Landing Drive:** Complete!
- **Dulles Landing Dr to Arcola Blvd:** This project is in the County's approved Capital Improvement Plan (CIP) with funding scheduled for FY 2019 to FY 2022 in the amount of just over \$17 million. On June 15, 2018, the project received full funding via approval of the County's request for state Northern Virginia Transportation Authority (NVTA) funding. With the addition of state funding, design is now scheduled for FY2019, right-of-way in FY2020, and construction in FY 2022 - 2023. The cost and construction of this section is also included as proffer within the Arcola Center application approved by the Board of Supervisors in October of 2018. Under this approved proffer, the applicant is required to complete Dulles West Blvd in two phases; the first is from the intersection of Arcola Blvd to just west of Hutchinson Farm Drive, and the second from just west of Hutchinson Farm Drive to Grand Fork Drive (current western terminus of Dulles West Blvd., both of which should be completed by the Fall of 2021. Construction is underway. This is great news because it is about 5 years ahead of when it would have been complete without the approved proffer. The approved state funding will be transferred for use on other segments of Dulles West Blvd.
- **Previously planned segment located west of Northstar Boulevard: REMOVED** - After much work, I'm pleased to report that my office was successful in having this segment removed from the County's Countywide Transportation Plan (CTP) as part of the Loudoun 2019 Comprehensive Plan update process. I appreciate the support of Willowsford residents and HOA, along with residents from The Meadows HOA, who rallied behind this effort to help make it a reality. The following are a few of the justifications for removal:
 - Based on development that has occurred since initial planning, the entire segment would have to have been built below the existing Quail Run Lake dam, and through

an extended wetland area, thus raising major flood concerns and making the project extremely cost prohibitive and environmentally unsound.

- The determination by County transportation staff and VDOT that future traffic could be sufficiently accommodated by other existing and planned area transportation network improvements, such as Route 50, Trailhead Drive north of Rt 50, Evergreen Mills Road, and others.

Evergreen Mills Road/Creighton Road/Fleetwood Road

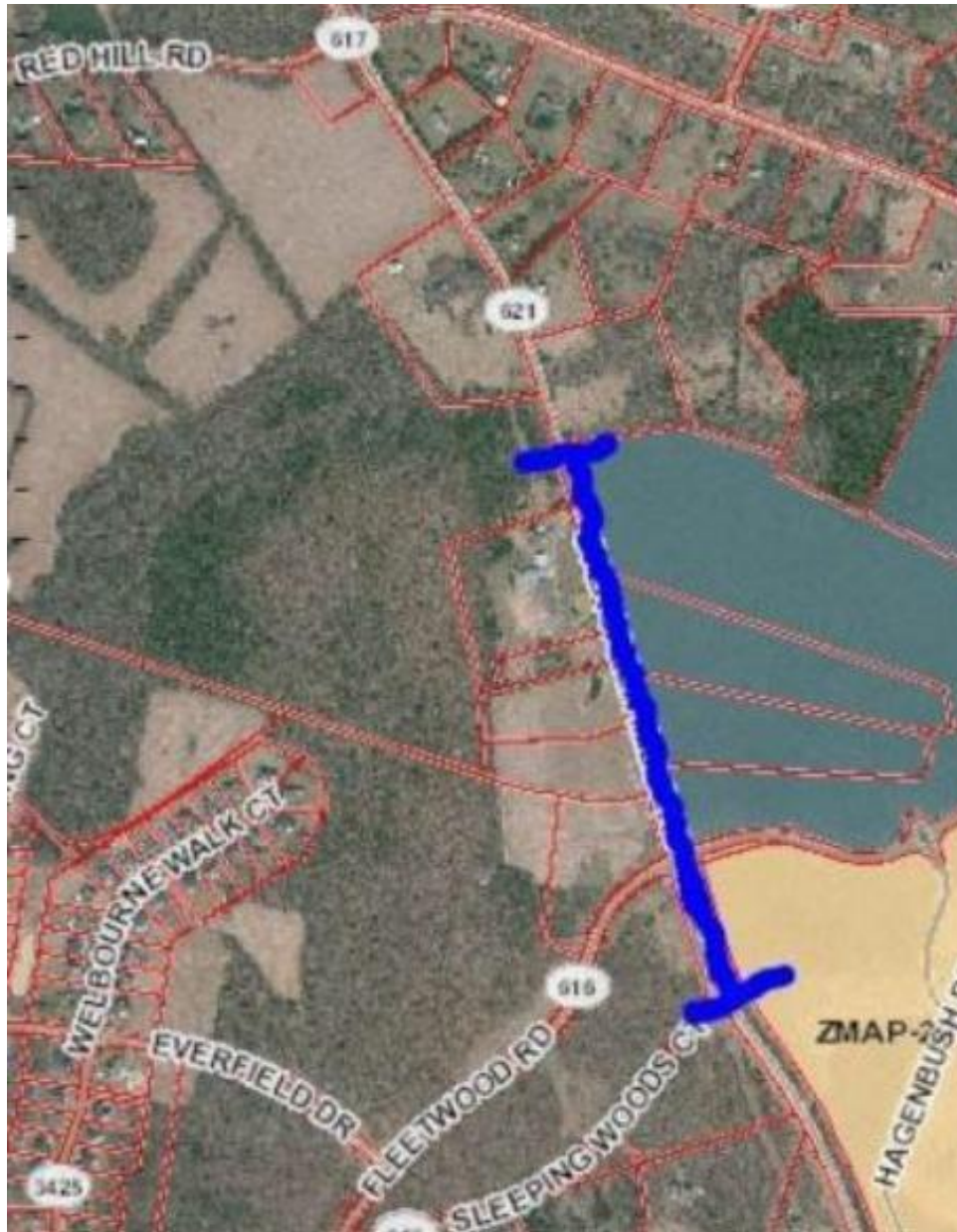
Signal: At my request, a warrant study was completed years ahead of schedule and the intersection was able to meet warrant based on future conditions (three new schools along Creighton between Northstar Blvd and Evergreen Mills Road) which VDOT does not usually allow. Design and installation have since been completed and I'm happy to report that the signal has been activated since October of 2018!



Evergreen Mills Road Widening: See below for updates on individual segments:

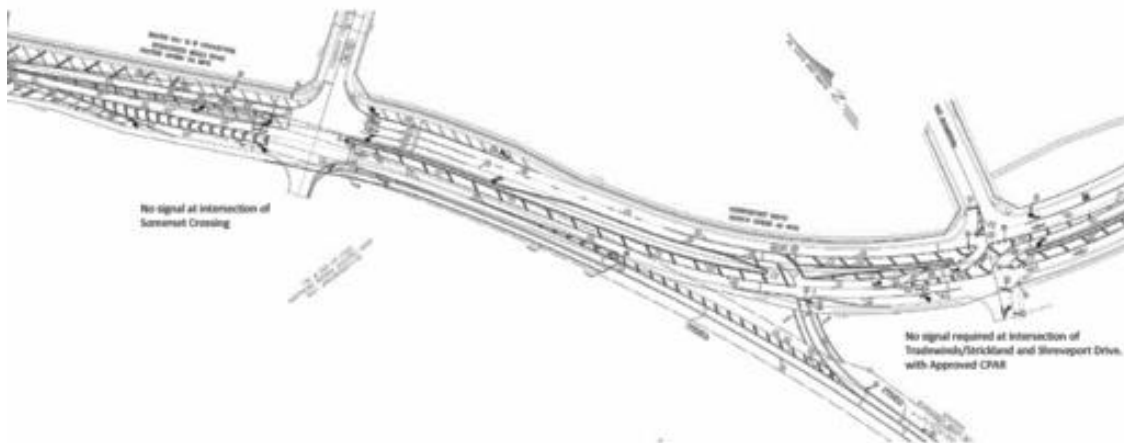
- **Brambleton Frontage:** Per a required proffer, the Brambleton developer recently widened the northbound lane of Evergreen Mills Road north of Creighton Road. The newly widened section is several hundred yards in length adjacent to Brambleton owned property to the east of Evergreen Mills Road. The

required work for this project has been completed by the Brambleton developer; however, VDOT has requested a signal modification and a guardrail study which the developer has been actively working on completing in order to meet all required VDOT standards and open the new northbound segment to traffic.

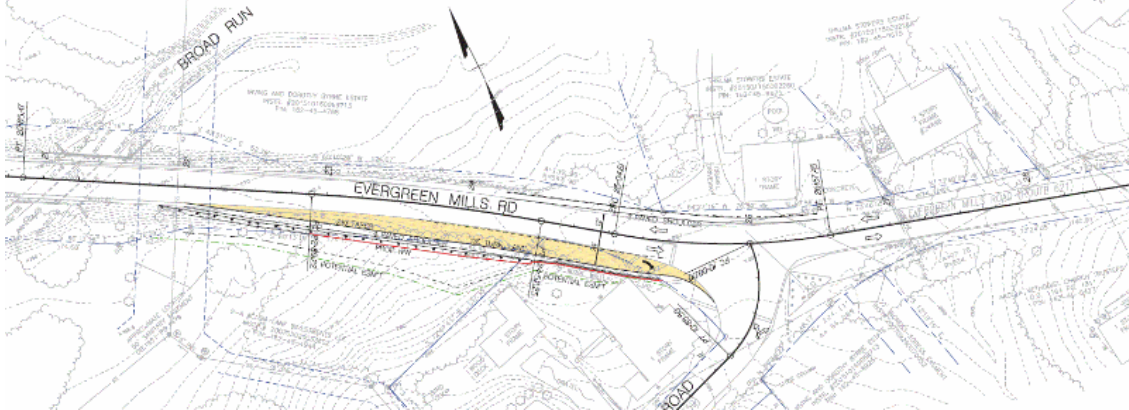


- **Northstar Blvd to Belmont Ridge Road:** I was able to have this project added to the Board's approved CIP. It's currently programmed in the approved CIP for \$18.7 in future fiscal years.
- **Belmont Ridge Road to Stone Springs Blvd:** This segment is currently programmed in the Board's approved CIP for \$10 million in FY 2023, \$6 million in FY 2024, and \$800,000 in future fiscal years.
- **Stone Springs Blvd to Loudoun County Parkway:** This segment is currently programmed in the Board's approved CIP for \$5 million in FY 2024, and \$41.6 million in future fiscal years. A portion of this segment is also covered by a proffer requirement (see below update for Evergreen Mills Road Eastbound Lane Widening (along approved Arcola Center road frontage).

Evergreen Mills Road (EMR) & Shreveport Drive Re-alignment: I previously worked with VDOT and the Brambleton developer to finalize the below pictured alignment for Shreveport Drive and Evergreen Mills Road (EMR) which was approved by VDOT and County staff. Prior to this effort, the County's plan was to cul-de-sac EMR once the Shreveport connection was open to traffic, thus allowing only local residential traffic on EMR from Belmont Ridge Rd to the cul-de-sac near Shreveport and Somerset Crossing Place. I opposed that plan and am pleased to have found a solution that will keep all roads open for use in order to reduce traffic congestion to the greatest extent possible until Northstar Blvd is extended to Route 50. The Brambleton developer has now completed construction and the below drawn configuration was opened to traffic in May of 2019.



Evergreen Mills Road & Stone Springs Boulevard Turn Lane: On December 5, 2017, the Board unanimously approved my Board Member Initiative to design and construct the below pictured right hand turn lane from southbound Evergreen Mills Road onto southbound Stone Springs Blvd. This improvement will increase safety and reduce traffic congestion until this segment of Evergreen Mills Rd is widened from two to four lanes. 100% design plans have been submitted to VDOT and County Building and Development. Plats for right-of-way dedication and easements are currently being prepared and reviewed by County Building and Development. Upon Plat approval, negotiations will begin to acquire the necessary right-of-way (ROW) for the project. Land acquisition is expected to be complete around Spring or Summer of 2020, at which point the project will be bid and contract awarded in order to begin construction. Construction is anticipated to take between six and nine months.



Evergreen Mills Road Eastbound Lane Widening (along approved Arcola Center road frontage): The Arcola Center developer is required per an approved proffer to construct an additional eastbound lane of Evergreen Mills Road (EMR) along the border of its development and existing EMR. Specifically, the developer will construct an additional eastbound EMR lane located adjacent to its border and west of Arcola Blvd (EMR West) prior to the first day of school in the Fall of 2021. The developer will also construct another eastbound EMR lane located adjacent to its border and east of Arcola Blvd (EMR East) within 24 months of completion of the western portion.

Evergreen Mills Road & Watson Road Safety Audit: On December 5, 2017, the Board approved a \$1,012,506 joint Board Member Initiative brought forward by myself and Catoctin District Supervisor Higgins, to conduct a safety and operational study of Evergreen Mills Road and Watson Road. Originally, this Item was limited to Evergreen Mills Road; however, I made a successful motion to add Watson Road. The motion also included authorization for installation of six pole mounted speed display signs to provide real-time display of vehicle speeds.

On July 19, 2018, I made a motion to expedite funding consideration of \$1.2 million for the below listed "Tier 1" immediate and short-term safety improvements as part of that years Fund Balance discussion as opposed to following years Capital Improvement Program discussion. That motion was unanimously supported by my

colleagues and on January 2, 2019, the Board unanimously approved the \$1.2 million from FY 2018 Fund Balance to complete the "Tier 1" improvements shown in the below graph.

On July 31, 2018, we held a community meeting at Heritage High School to update residents on the Boards progress to quickly fund and implement much needed immediate, short and long-term safety improvements.

On March 5, 2019, staff presented the Board with final results of the safety and operational study. During the meeting, the Board voted to place all "Tier 2" and "Tier 3" items 7 & 8 into future fiscal years of the Capital Improvement Program for further discussion, evaluation, prioritization and identification of funding.

Several projects are already underway or completed:

- Paving of Evergreen Mills Rd between Battlefield parkway and Shreve Mill Rd.
- Installation of the ICWS (intersection collision warning system) for the Watson & Evergreen Mills Rd intersection.
- The Woods Road Phase II project.
- The realignment of Watson Rd with Reservoir Rd which is currently in the design phase.

The most current updates to the Evergreen Mills Road Safety Audit can always be found on the project webpage: [www.loudoun.gov/route 621](http://www.loudoun.gov/route%20621).

Table 1: Tier I Recommended Improvements

Hot Spot Number	Name	Recommended Improvement(s)	2019 Estimated Cost ¹
Tier I – Short-Term Improvements Approved by the Board and Design Law Enforcement Areas (0-12 months to implement)			
South-east Zone	Evergreen Mills Road between Stone Springs Boulevard and Trade West Drive	Stripe wide edge lines	\$62,000
3	Evergreen Mills Road and Stone Springs Boulevard	Install roadside street name signs	\$22,000
		Install retroreflective tape on bollards	
		Install additional pavement markings ("puppy tracks" through intersection and wider edge lines)	
		Install high-visibility signal backplates (HVSBs)	
4	Evergreen Mills Road and Belmont Ridge Road/Briarfield Lane	Install "No Merge Area" plaque	\$91,000
		Install "shark tooth" yield line for channelized right-turn	
		Install high-visibility signal backplates (HVSB)	
		Install missing signal head visors for the eastbound red LED indication and southbound green LED indication	
		Relocate advance signalized intersection warning sign further in advance for eastbound approach	
		Assess location of northbound stop bar to potentially enhance sight distance	
		Traffic Signal Modification for Phasing Update	
5	Evergreen Mills Road and Ryan Road / Red Hill Road	Install high-visibility signal backplates (HVSB)	\$68,000
		Relocate advance signalized intersection warning signs further in advance for eastbound and westbound approaches	
		Traffic Signal Modification for Phasing Update	
6	Evergreen Mills Road and Watson Road	Install retroreflective material on top of the guardrail	\$86,000
		Install wider edge line pavement markings	
		Install additional stop sign for the northbound approach	
		Install pole mounted speed display signs (PMSDs) ²	
7	Evergreen Mills Road and Red Cedar Drive / Crimson Place	Install intersection conflict warning system (ICWS) ¹	See Footnote 2
		Install pole mounted speed display signs (PMSDs) ²	

9	Evergreen Mills Road and Evergreen SportsPlex	Install advance intersection warning sign for westbound approach	\$750
10	Watson Road and Red Hill Road	Install retroreflective delineators around curve Install pole mounted speed display signs (PMSDs) ² Install horizontal alignment chevrons for northbound and southbound approaches Relocate curve warning sign further upstream Add supplemental plaque for intersection warning sign with road name on it Tree trimming/removal of vegetation Replace and relocate flood warning sign in the southbound direction Relocate/consolidate signage to reduce sign clutter in the northbound direction	\$49,000
Corridor-wide (A)	Evergreen Mills Road	Install pole mounted speed display signs (PMSDs) Install series of chevron horizontal alignment signs – specific curves where warranted Replace flex post delineators at Shreveport Drive due to loss of fluorescents or accommodate no left-turn restriction in another manner One-time tree trimming/removal of vegetation at identified locations Higher priority guardrail terminal replacements ¹ Install advance intersection warning signs, install curve warning signs, and update existing curve warning signs to be compliant with the MUTCD and address sight distance deficiencies	\$162,000
Corridor-wide (B)	Watson Road	Install retroreflective post delineators (at specific locations along the corridor, if edge lines are not implemented) Install pole mounted speed display signs (PMSDs) ² One-time tree trimming/removal of vegetation at identified locations Install series of chevron horizontal alignment signs – specific curves where warranted Higher priority guardrail terminal replacements ³ Install advance intersection warning signs, install curve warning signs, and update existing curve warning signs to be compliant with the MUTCD and address sight distance deficiencies	\$121,000
Corridor-wide (C)	Systemic Countermeasures	Evergreen Mills Road - Rear End (Signalized Intersections with 35 mph corridors and aggressive driving) Stripe wide edge lines Install advance warning beacon – constant 24/7 flasher– for the eastbound approach at Briarfield Lane/Belmont Ridge Road traffic signal	\$325,000

		Install advance warning beacon – constant 24/7 flasher– for the westbound approach at English Yew Place/Heritage High School traffic signal	
		Evergreen Mills Road - Angle (Signalized Intersections with vertical curvature)	
		Targeted, one-time tree trimming/removal of vegetation to enhance intersection sight distance	
		Review clearance/change intervals for traffic signals	
		Install advance warning beacon – constant 24/7 flasher– for the eastbound approach at Red Hill Road/Ryan Road traffic signal	
		Evergreen Mills Road - Roadway Departure (Specific Segments Identified)	
		Add reflective panels to sign posts	
		Install post-mounted delineators for 9 identified curves (where feasible given roadside conditions)	
		Stripe wide edge lines	
		Install object markers for identified drainage structures and guardrail attenuators	
		Update existing series of chevron horizontal alignment signs with gradually increasing size along the Springvalley Lane/Black Branch Parkway curve	
		Install Signal Ahead (W3-3) advance warning sign at Fleetwood Road/Creighton Road	
		Install new series of chevron marker signs with gradually increasing size along 2 curves (approximately 0.10 miles west of Somerset Crossing Place and 0.08 miles west of Watson Road).	
		Watson Road - Roadway Departure (Specific Segments Identified)	
		Install post-mounted delineators for 8 identified curves (where feasible given roadside conditions)	
		Install new series of chevron horizontal alignment signs with gradually increasing size on two curves	
		Update curve warning sign to match curve conditions and given the advisory speed	
		Add reflective panels to sign posts Install a Reverse Curve (W1-4) warning sign south of Quail Hill Lane	
Corridor-wide (D)	Evergreen Mills Road and Watson Road	Preliminary design of enforcement areas (at 3 locations)	\$100,000
Contingency			\$113,250
		Subtotal	\$1,200,000

¹ Estimated cost includes Construction Engineering and Inspection (CEI) and Preliminary Engineering Costs (PE) in 2019 dollars

² This improvement was previously approved and funded by the Board; the cost is not included in the Tier I estimate

³ VDOT funded; the cost is not included in the Tier I estimate

Table 2: Tier II Recommended Improvements

Tier II – Remaining Mid-Term Recommendations, Law Enforcement Final Design and Construction, and Additional Cost for Programmed Projects (1-5 years for implementation)			
Hot Spot Number (and Identification number)	Name	Recommended Improvement(s)	2019 Estimated Cost ¹
7	Crimson Place/Red Cedar Drive	Signal Justification Report	\$22,000
8	Shreve Mill Road	Signal Justification Report	\$22,000
9	Evergreen SportsPlex	Install Exclusive WB Left-Turn Lane	\$1,736,000
Evergreen Mills Road (A)	Systemic Area around Hogeland Mill Road	Install Safety Edge (DRAFT Proposed Paving Schedule – Pending Confirmation from VDOT)	\$150,000
Evergreen Mills Road (B)	Roadway Departure Systemic Locations North of Fleetwood Road/Creighton Road	Install Mumble Strip (RS-6) with 2-ft Pavement Widening with Safety Edge	\$8,232,000 ²
6	Watson Road	Realignment of Watson Road with Reservoir Road	See Footnote 3
Corridor-Wide (E)	Evergreen Mills Road and Watson Road	Final design and construction of enforcement areas (at 3 locations)	\$2,117,000
Subtotal			\$12,279,000

¹ Estimated cost includes Construction Engineering and Inspection (CEI) and Preliminary Engineering Costs (PE) in 2019 dollars

² If the mumble strip project is implemented before the VDOT paving project, then the safety edge should be installed in conjunction with the mumble strips.

³ This project is a County CIP project; therefore, it is noted as a recommended countermeasure. If additional funding is required, a separate item will be brought to the Board for action.

Table 3: Tier III Recommended Improvements

Tier III – Remaining Long-Term Recommendations (5+ years for implementation)			
Hot Spot Number (and Identification number)	Name	Recommended Improvement(s)	2019 Estimated Cost ¹
7	Crimson Place/Red Cedar Drive -	Roundabout – if Deemed Appropriate through Formal SJR	\$8,210,000
8	Shreve Mill Road	Roundabout – if Deemed Appropriate through Formal SJR	\$9,190,000

Evergreen Mills Road/Watson Road/Reservoir Road Intersection

Re-alignment: In September of 2016, I identified this intersection as one of the most unsafe in our District. Since that time I have been dedicated to working with VDOT and county staff to identify, fund and implement immediate, short, and long term safety improvements. To date, we have identified and implemented several immediate and short term improvements; added a new project to the county's Six-Year Capitol Improvement Project (CIP) to fund construction and re-

alignment of the Evergreen Mills Rd (EMR) and Watson Rd, and EMR and Reservoir Rd intersections, with the goal of improving traffic flow and safety. On June 14, 2018, this project received \$14 million from the Northern Virginia Transportation Authority, thus fully funding the project with funding awarded in fiscal years 2019, 2020 and 2021. This was extremely quick progress for a road project that had only been discussed since 2016 and it was a hard fought victory. The County's design consultant is developing 30% design plans and completing field investigations. Completion of the design plans are anticipated in early 2021. As part of this process it has been determined that due to topography and other factors, the project will need additional funding. In October of 2019, as part of next years Capital Improvement Program (CIP) budget discussions, I asked County staff to identify sufficient local funding to fully cover any anticipated funding shortfalls in a manner that will not delay the project. Acquisition of right-of-way and easements will proceed as the design plans near completion with utility relocation to follow. Timelines for these activities and construction will be developed as the design elements become more defined. As of now, the project is anticipated for hopeful completion in FY 2023.

Additionally, in working with my office and County staff, VDOT has taken action to address a number of safety issues at this intersection by implementing roadway improvements and enhanced roadway maintenance. These improvements include, but are not limited to:

- Completed installation of the interactive ICWS (intersection collision warning system).
- Trimmed and removed vegetation within the public right of way on all approaches of the Evergreen Mills Rd/Watson Rd intersection.
- Improved pavement marking and signage at the Evergreen Mills Rd/Watson Rd and the Evergreen Mills Rd/Reservoir Rd intersections.
- Relocated Stop Bar road markings closer to the intersections for improved sight lines.
- Added "Stop Ahead" road marking to the Watson Rd approach to Evergreen Mills Rd.

- Adjusted Watson Rd centerline leading up to Evergreen Mills Rd in order to provide improved safety and channelization.
- Installed High Friction road surface treatments to the north and southbound Evergreen Mills Rd approaches to Watson Rd.
- Installed two battery powered flashers along the north and southbound Evergreen Mills Rd approaches to Watson Rd, which were removed with recent installation for longer term improvements.
- VDOT Traffic Signal Warrant Analysis and Justification Report for the intersection of Evergreen Mills Rd/Watson Rd.
- County consultant collected speed, volume, and classification data in vicinity of the Evergreen Mills Rd/Watson Rd intersection. Data was collected for the entire Watson Road corridor and along Evergreen Mills Rd on the approaches to Watson Rd.





Watson Road Repaving: In working with VDOT, I was able to get them to agree to install previously unplanned center line reflectors that as part of their repaving project for the full length of Watson Rd. This project was completed in early 2019.

Everfield Drive - Proposed No-Thru-Truck Restrictions: In July of 2019, my office received a resident petition, along with a letter from the Willowsford HOA Board requesting addition of a No-Thru-Truck restriction on Everfield Drive. My staff immediately coordinated with County staff to begin the review process for such restriction. County staff prepared and submitted the required GIS map and recommended alternate routes for VDOT consideration. Upon review, VDOT denied the request as it did not meet their stringent requirements. A copy of VDOT's denial response has been sent to the HOA and the initiating resident who worked hard on this effort.

Goshen Road - No-Thru-Truck Restriction: The Board approved my initiative to make a recommendation to VDOT for implementation of a no-through-truck restriction on Sacred Mountain St (Northstar Blvd to Goshen Rd); Goshen Rd (Sacred Mountain St to Marwood Dr); Marwood Dr (Goshen Rd to Lenah Mill Blvd); and Lenah Mill Blvd (Marwood Dr to John Mosby Hwy). In November of 2018, VDOT advised that the request met their criteria and that the request was

approved. I'm happy to report that the No-Thru-Truck restriction signage was installed in May of 2019.



Loudoun County Pkwy Widening (Ryan Road - Shellhorn Road):

This project widens Loudoun County Pkwy (LCP) to three lanes in each direction from Ryan Road, past the Greenway, all the way to Shellhorn Road. It will be constructed as a proffer requirement from the Silver District West (recently approved commercial and residential development near Loudoun's new Ashburn Metro Station) developer. This project also includes the addition and/or reconfiguration of five traffic signals along this segment of LCP in order to improve safety, reduce traffic congestion, and optimize signal timing. Based on the approved proffer terms, Silver District West must complete the widening project within 24 months of construction approvals, or prior to occupation of the 350th residence, whichever is earlier.

Loudoun County Pkwy (LCP) & Route 50 Intersection

Improvements: As many of you know, Supervisor Letourneau and I work together closely on transportation issues in this area. Together, we have worked with VDOT and County Staff to identify the below list of medium term improvements to be completed as we await funding, design and construction of the long term solution - a grade separated interchange:

- New westbound Route 50 acceleration lane from LCP to the existing right turn lane into Dulles Landing shopping center, and an additional southbound LCP thru-lane from Dulles West Blvd to Route 50. Current Status: Talks are ongoing as to how to overcome right-of-way and acceleration / deceleration lane length and layout configurations. As of now, the design phase for that portion of the project is expected to last into Fall of 2020.
- Extension of eastbound Route 50 turn lane onto northbound LCP. Current Status: In early design stages. Right-of-way needs to be obtained and utilities relocated. I will let you know when a tentative timeline becomes available.
- Construction of shared use path along the west side of LCP from Dulles West Blvd to Rt 50. Current Status: I will let you know when a tentative timeline becomes available.
- Signal modifications to accommodate and optimize the above safety and increased traffic flow improvements. Current Status:

In early design stages. Right-of-way needs to be obtained and utilities relocated. I will let you know when a tentative timeline becomes available.

Loudoun County Pkwy / Rt 50 Future Grade-Separated

Interchange: Currently LCP and Rt 50 cross at a signalized intersection; however, the Board's long term plan is to upgrade the intersection to a full grade separated interchange. The interchange project was included as a new project in last years adopted Capital Improvement Plan (CIP) with anticipated funding in "future years" (more than 6 six years into the future). As this project is anticipated to cost approximately \$500 million to complete, future Board's will need to seek significant state and federal funding assistance. Based on the current status and tremendous cost of this project, Supervisor Letourneau and I believe it will take at least 10 years, if not more, until construction is able to begin.

Mooreview Parkway Missing Link: Construction of the missing link of Mooreview Parkway is complete and the new segment has been opened to traffic for a while now. The 3,200' segment of four-lane, median-divided roadway, serves as an extension of Ashburn Village Boulevard on the south side of the Greenway and allows drivers to travel from Loudoun County Pkwy to Ashburn Village Blvd. The new road segment, located between Croson Lane and Old Ryan Road, has a shared use path on one side and a sidewalk on the other. It provides access to Moorefield Station Elementary School as well as to the future Moorefield Community Park and Ashburn Silver Line Metrorail Station. While this project is not in the Blue Ridge District, it is heavily utilized by Blue Ridge residents and is a project that I am frequently asked about.



Northstar Boulevard (Shreveport Drive - Rt 50): This project has been identified as a top priority for the County and will construct an 8,800' section of Northstar Blvd between Rt 50 and Shreveport Dr. When complete, this section of Northstar Blvd will provide an additional north/south connection from Rt 7 to Rt 50 and areas south of Rt 50. Completion of this section is expected to greatly improve the level of service on Belmont Ridge Rd, Evergreen Mills Rd, Fleetwood Rd and Stone Springs Blvd. The county previously secured \$8.2 million in state funding for design and portions of right-of-way acquisition. In December of 2017, a contract was awarded to Dewberry Consulting to provide design and construction support services. Dewberry was issued notice to proceed with design in January of 2018. In June of 2018, the project became fully funded via a state funding approval from the Northern Virginia Transportation Authority. This state funding will be used to construct Northstar Blvd between Shreveport Dr and Tall Cedars Blvd (both north and south of Rt 50). In addition to the local and state funding mentioned above, this section of the project (Shreveport Dr to Rt 50) was also granted a \$25 million federal TIGER Grant from the U.S. Department of Transportation which we fought very hard to obtain. One of the terms of this grant is that all three project phases (design, land acquisition /utility relocations, and construction) be authorized to expend funds by June of 2020. The only way to meet this deadline is to move forward using the design/build process; therefore, staff, our consultants, VDOT, and the Federal Highway Administration are

proceeding accordingly. 60% design plans were submitted for review on May 3, 2019. Preliminary Utility meetings have been completed, and DFP and DTCl staff have initiated development of the design-build Request for Qualifications (RFQ). A Public Information Meeting was held on July 8, 2019, at John Champe High School for the public to see the proposed roadway alignment and environmental documents. At the September 19, 2019, Board business meeting, the Board officially endorsed the roadway location and design. The Department of Transportation and Capital Infrastructure (DTCl) staff continue to work with VDOT and the Federal Highway Administration (FHWA) to finalize the Transportation Investment Generating Economic Recovery (TIGER) grant agreement. DFP and DTCl staff have initiated development of the design-build Request for Qualifications (RFQ). In the next quarter, DTCl will continue efforts to finalize the TIGER grant agreement and DFP will issue the design-build RFQ. The design/build request for proposals is expected to be issued in Spring of 2020. This should allow a contract to be awarded in Spring of 2021, with construction starting in Fall of 2021. Staff expects the project to reach substantial completion with roadways open to the public within two years of the construction start date. As always, I will continue to push for accelerated construction of this priority project, and will keep you informed as additional updates become available.



Northstar Boulevard (Route 50 - Tall Cedars Parkway):

This project is planned to connect Northstar Blvd from Tall Cedars Parkway in Stone Ridge to Rt 50. The design plans are complete and approved by building and development staff as well as VDOT, and right-of-way dedication and easement plats have been processed. Bridge plans were approved by VDOT on October 3,

2017 and roadway plans were approved by B&D on June 1, 2018. One of the 15 acquisitions has been completed and DTIC staff have begun preparing offers to be sent to the remaining property owners. Since some of the acquisitions may require closed session discussions with the Board, the completion of the ROW acquisition phase is being extended from Fall 2019 to Summer 2020. Once the necessary land has been acquired for the project, several utilities need to be relocated prior to initiating construction. As of now, construction is expected to begin in early 2021, and conclude within two years from start of construction.

Route 50 & Fleetwood Road Traffic Signal: The initial VDOT signal Warrant Study failed; however, it was conducted prior to the paving of Fleetwood Rd and prior to Board approval of Corpus Christi Parish which includes a proffered signal at this intersection. Based on increased traffic from the paving of Fleetwood Rd, I requested a new Warrant Study be conducted which resulted in VDOT approval of the traffic signal warrant. Funding and construction of the signal was tied to the Corpus Christi Parish (phase 2) approval which has yet to occur; however, due to the immediate need for the signal, Supervisor Letourneau and I worked with County staff and VDOT to identify a means for completing the project years ahead of schedule. As a result, VDOT agreed to oversee design and construction of the project in advance of Corpus Christi's proffer utilizing FY18 and FY19 funding. As such, I'm happy to report that the signal became operational in early March of 2019.



Route 606 Widening & the Route 606/Loudoun County Parkway/Arcola Boulevard Intersection: This project widened the existing two lane roadway (one lane each way) along Rt 606 to four lanes (two lanes each way) between the Greenway and Loudoun County Pkwy (LCP). It also constructed an intersection at the Rt 606/LCP/Arcola Blvd intersection, and added a third southbound lane on LCP from the Rt 606 intersection to Dulles West Blvd. The project also included bicycle and pedestrian accommodations. I'm happy to report that all of this work has been completed and opened for public use.



Ryan Road Widening (Northstar Blvd to a point east of Beaverdam Drive): The widening of Ryan Rd between Northstar Blvd and a point east of Beaverdam Dr, to include a pedestrian underpass is proffered by the Brambleton developer. Brambleton Land Bays 1, 3 and 5 are proffered to construct and open this section of Ryan Rd prior to issuance of the 5,500th zoning permit. As of August 15th of 2019, Brambleton has received 5,330 zoning permits, leaving approximately 170 zoning permits to go before they are required to construct their portion of Ryan Rd. As a backup to the above listed proffer, I was successful in adding the widening of Ryan Rd from Northstar to Evergreen Mills Rd as a new project in the County's approved FY 2019 six-year Capital Improvement Program (CIP) with funding for design in FY 2024. As part of this year's budget processes, I was able to add \$2M for design in FY2024, and \$20.8M in future fiscal years in the CIP; however, it is my hope that this project will be completed as a proffer by Brambleton sooner than it could be completed by the County. Construction has begun and

Brambleton is currently working with all involved utility companies in order to accomplish the necessary utility relocations as quickly as possible. I have also requested that County staff accelerate the project within the County's CIP in order to ensure this project is constructed as soon as physically possible. I will keep you informed as additional updates become available.

Ryan Road Widening (Evergreen Mills Road to a point east of Beaverdam Drive): The widening of Ryan Rd between Evergreen Mills Rd and a point east of Beaverdam Dr is currently proffered to an old but active application (Ryan Assemblage ZMAP-2013-0008) that is supposed to complete the widening of Ryan Rd in the section that is not part of the Brambleton proffer. As a backup to the above listed proffer, I was successful in adding the widening of Ryan Rd from NorthStar to Evergreen Mills Rd as a new project in the County's approved FY 2019 six-year Capital Improvement Program (CIP). As part of last year's budget processes, I was able to add \$2M for design in FY2024, and \$20.8M in future fiscal years in the CIP. As part of the upcoming CIP, I have requested that County staff accelerate the project within our CIP in order to ensure this project is constructed as soon as physically possible. I will keep you informed as additional updates become available.

Ryan Road and Olympia Drive Traffic Signal: Based on resident concerns from the Brambleton HOA, I was able to add a new project to the Board's Capital Improvement Program (CIP) for the addition of a future traffic signal with funding in FY 2024 and future years. This was a significant first step to completing this project because no project can be funded unless it is in the Board's approved CIP. In addition to being an approved county project, a signal at this intersection is also a proffered requirement by the Brambleton developer. Per the requirement a VDOT signal warrant study analysis was required upon request by the county. Based on that requirement, my office requested that the the Brambleton initiate the VDOT signal warrant study analysis. Brambleton then completed the analysis and VDOT subsequently approved installation of a signal at this intersection in June of 2019. The developer is currently working on design for the signal and plans to make its first submittal to VDOT in

early November of 2019. The developers estimated project timeline is as follows:

- VDOT Design Review & Approval: Nov 2019 - Jul 2020
- Permits, Procurement & Construction: Jul 2020 - Jan 2021
- Operational Traffic Signal: Mar 2021

Shreveport Drive Name to Change between Evergreen Mills Road and Loudoun County Pkwy: Following a collaborative process that involved residents along the impacted roadways, we have determined the future names of two road segments. The southern alignment of Evergreen Mills Road through Arcola will be known as Arcola Mills Drive, and Shreveport Drive will be renamed to Evergreen Mills Road. These changes will not take place before January 2020; therefore, residents and businesses should continue to use their current addresses until further notice. The date on which the name changes will take effect is not yet known. In the coming months, new signs will be created and installed. Impacted property owners will be notified by letter as to the date the new road names and addresses will take effect. Anyone with questions can contact the Office of Mapping & Geographic Information at 703-771-5778 or mapping@loudoun.gov

WESTERN BLUE RIDGE DISTRICT PROJECTS

Braddock and Trailhead Road Roundabout & Interim All-Way-Stop: On April 3, 2018, the Board approved my request to have a roundabout added as a new project within the FY 2019 to FY 2024 Capitol Improvement Plan (CIP) with funding in FY 2024 and future years. This was a critical step as projects cannot be funded by the Board without first having been approved and listed within the CIP. As an interim improvement as we await the roundabout, we were able to work with LCPS to jointly fund installation of a 4-way stop which should be installed soon.

Braddock and Lightridge Road Roundabout: LCPS has issued a contract for installation of the roundabout at Braddock and Lightridge Farm Road, and the frontage improvements to Lightridge Road adjacent to its LCPS property. Work on this project began upon

Board of Supervisor approval of a Capital Improvement Program fund transfer at the September 3, 2019, Business meeting. It is currently anticipated that the roundabout and frontage improvements will be completed prior to the opening of Lightridge High School (HS-9) in August of 2020.

Braddock and Route 15 Roundabout & Interim Improvement

Effort: On April 3, 2018, the Board approved my request to have this added as a new project within the FY 2019 to FY 2024 six-year Capitol Improvement Program (CIP) with funding in FY 2024 and future years. This was a critical step as projects cannot be funded by the Board without first having been approved and listed as a new project within the CIP. This year's adopted budget appropriated \$1M in FY2024, \$7M in future fiscal years. On July 15th, my office met with VDOT, DCTI, Sheriffs Department and nearby residents to discuss interim safety measures to reduce accidents involving southbound Route 15 vehicles rear-ending vehicles stopped ahead of them who are waiting to turn left onto eastbound Braddock Road. The specific issue appears to be that by the time southbound drivers see the stopped cars ahead of them who are waiting to turn onto Braddock Road, they have very little time to react due to a dip in the road. My office is working closely with VDOT traffic engineers on a proposed interim safety improvement solution to address this issue. VDOT has recently repaved the roadway and trimmed vegetation around all signage to ensure visibility. I appreciate the local residents concern and positive approach toward resolving this issue. We are currently working on funding and approval for installation of a solar powered Intersection Collision Warning sign to alert drivers of vehicles stopped ahead of them, similar to what we recently had installed at Evergreen Mills and Watson.

Trailhead and Route 50 Roundabout: My office has worked hard to change the County's future plan for this intersection from traffic signal to a roundabout since it is in the "Rt 50 Traffic Calming Corridor" and I believe that roundabouts are more appropriate then signals in this area. The project has been added to the states "Transaction" list, making it eligible for state funding. I was previously successful in having this item added as a new project within the County's FY 2019 to FY 2024 Capital Improvement Plan (CIP) with full funding in FY

2022, 2023 and 2024. During this past budget cycle, I became aware of some available funding and asked my colleagues to support a 3 year acceleration of the project due to ongoing development, new area schools, and increased intersection safety concerns. I'm happy to report that with their support, I was able to make this happen! The adopted FY2020 six-year CIP, programmed \$2.2M in FY2020 and \$6.35M in FY2021. On June 5, 2018, the Board of Supervisors approved a motion directing county staff to apply for a "Build Grant" in order to seek 50% of the projects overall funding from the federal government. The application for the grant was submitted on July 17, 2019. We should know whether or not we are approved for the grant in November of 2019. The project will be delivered using the design-build procurement process which is faster than the standard process. Transportation staff have initiated development of preliminary plans and associated environmental documents that will be required for the design-build request for proposal (RFP). Conceptual design plans and the draft environmental document are expected to be developed by Spring of 2020, at which point a public information meeting will be held. Based on public comment, preliminary design plans and the environmental document will be finalized and submitted to VDOT for approval, and the design-build RFP will be completed. It is anticipated that the design-build RFP will be issued in early 2021 to procure the design-build contractor. Once a contract is awarded, the awardee will complete design plans, obtain right-of-way for the project, coordinate the relocation of utilities, and construct the roundabout. Anticipated completion for this project is FY2022.

Trailhead and Route 50 Interim Solution (Prior to Construction of the Roundabout): My office has been largely successful at ensuring a long term improvement for this intersection (see roundabout above); however, continued development of previously approved housing; construction of new public schools; recent addition of a new restaurant adjacent to the intersection; along with increased traffic due to the merging and realignment of Trailhead and Lenah Road (now renamed Trailhead Road), has resulted in increased use and reduced safety of the intersection. Therefore, my office has been working with VDOT, the Sheriff's Office, and county transportation staff to identify an interim solution to increase safety

until the future roundabout is constructed and open to traffic. To date, we have been able to gain VDOT installation of additional and larger signage, tree removal, and relocation of the Hammerdown BBQ sign for increased driver line-of-sight, and further consideration of a variety of interim solutions. Based on your recommendations and county transportation staff input, the best feasible interim safety and intersection level-of-service improvement that VDOT may support, appears to be the implementation of a morning right-turn-only requirement for northbound Trailhead Drive onto Rt 50 eastbound, thus restricting left turns onto Rt 50 westbound during the morning rush (timeframe to be determined by VDOT). County traffic modeling data indicates a possible 70% level-of-service improvement if this option is approved and implemented. In order for me to pursue this possibility, I need to know, and be able to prove to VDOT, that a majority of the community supports this idea. As such, my office asked the Lenah Run and Grove at Willowsford HOA's to inform their residents of my community meeting at Willard Intermediate School on September 17th of 2019, to inform them of the data and possible improvement seek their feedback. Those present were overwhelmingly supportive of implementation and left with the task of speaking with their neighbors and HOA representatives to ascertain whether a majority of residents were supportive of implementation. My staff followed up with the Lenah Run and Grove at Willowsford HOA's to advise that we would need letters of support from both HOA's before requesting VDOT approval and installation of the morning right-turn-only improvement for northbound Trailhead Drive onto Rt 50 eastbound. In addition to the community meeting, my staff has also communicated directly with individual residents, and attended an HOA meeting to provide additional information and answer questions. To date, the Lenah Run HOA has provided a letter of support for implementation. In order to ensure continued and timely progress, we have asked the Grove at Willowsford HOA to provide us their position by close of business on November 15, which is a day after their next scheduled HOA meeting.

Some have asked what will be done before the roundabout to address westbound Route 50 afternoon queuing caused by drivers waiting to turn left onto southbound Trailhead. My office has been

informed by county and VDOT transportation staff that because of the location of utilities at this intersection, an interim dedicated turn lane is not possible prior to installation of the long term roundabout solution that is progressing as quickly as possible.

My office was also made aware of flooding issues further down Trailhead Drive at the low spot between Route 50 and Lenah Road. In investigating the issue we were advised by county building and development staff that responsibility for resolving any flooding issues at this location rest with VDOT. As such, I have put increased pressure on VDOT to resolve the issue, and have requested on the County side that improvement of the remaining unimproved section of Trailhead Road (Lenah Road to Route 50) be added as a new project to the County's Capital Improvement Program, in order to improve and reconstruct this segment to match the southern segment of Trailhead Drive (Braddock Road to Lenah Road) and to meet current VDOT standards.



Route 50 & Everfield Drive Roundabout: I'm working hard to maintain the rural, historic and scenic character of Rt 50 corridor west of Fleetwood Rd. In order to preserve the areas character, I believe it is best to install roundabouts or other traffic calming measures as opposed to traffic signals whenever possible. Having seen first-hand how the years old upgrade from traffic signal to roundabout at the Rt 15/Rt 50 intersection (Gilbert's Corner) reduced traffic congestion and created a safe and continuous traffic flow, I am a firm believer in the effectiveness of roundabouts. As such, I put forth a motion which was unanimously approved to direct staff to:

1. Develop for Board consideration an agreement for the Willowsford developer to participate in the design and construction of a roundabout;
2. Incorporate a roundabout at this location in the ongoing revisions to the Countywide Transportation Plan (CTP);
3. Develop a cost estimate for construction of a roundabout at this location to be considered in the FY19 Capital Improvement Program (CIP) discussion.

In August of 2017, the Board unanimously supported my motion to approve a Memorandum of Agreement between Willowsford and the Board of Supervisors which provides for the design of a roundabout at this intersection and a cash contribution toward the construction of the roundabout instead of the installation of a traffic signal which was the plan when I took office. As part of the FY18 Capital Improvement Program (CIP) discussions, I was successful in having this item added as a new project. In the FY2020 approved CIP, I was able to secure \$1M in FY2024 and \$6.9M in future fiscal years. Currently, the estimated completion year is FY2028; however, I am actively exploring ways to accelerate completion of this project and will keep you informed as additional updates become available.

Dulles Farms HOA traffic Calming Effort (Virginia Manor and White Oak Crest): My office is working closely with the Dulles Farms HOA in an effort to address speeding and other concerns on Great Berkhamstead, Royal Hunter, Lennox Hale, Racing Sun, Winning Glory, and Success Drive. We have spent several hours on location

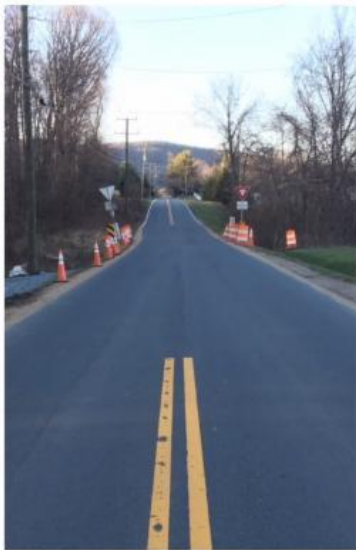
with representatives from VDOT, LCPS, and county transportation in an effort to identify possible solutions to the concerns. We've also received helpful input from residents who participated in the traffic calming survey. My staff met with county staff, Dulles Farms HOA representatives, and the LCSO in September of 2019, to review potential solutions and plan a community meeting to share them with you in order to obtain feedback, as it will be important toward helping to craft the best solution. There will also be a ballot vote on these solutions with each household having a vote. My office and county staff are currently working with your HOA to identify the most efficient way to conduct the ballot voting process. In order to ensure maximum resident participation, we have decided to wait until after the holiday season so that it is conducted at a time of year when less residents are on vacation.

Foggy Bottom Road Re-paving: At my request, this repaving project was recently completed by VDOT, and included repaving of an approximate one mile portion of Foggy Bottom Road, from Snickersville Turnpike to Hollow Oak Road.

Foggy Bottom Road (narrow alternating lane section near Snickersville Turnpike): On November 5, 2018, I requested that VDOT begin working with my office to identify and implement a solution to widen this short narrow section of roadway to allow for simultaneous two-way. On several occasions I've witnessed southbound Foggy Bottom traffic backed up to Snickersville Turnpike while awaiting northbound Foggy Bottom traffic to clear the narrow section. I've also witnessed vehicles attempting to cross the narrow one lane bridge in both directions at the same time. I had asked VDOT to identify and implement a solution that would resolve the concern in a manner that least disturbed the sections rural, historic and scenic character; however, based on opposition and requests from the Rural Roads Coalition, the Bluemont Citizens Association, the Snickersville Turnpike Association, and a few residents, I have since asked VDOT to discontinue work on that effort. That said, my office has conducted several site visits and is continuing work with VDOT to improve ongoing resident and business owner safety concerns regarding the narrow bridge and issues such as overly

deep drainage ditches in multiple locations along the newly repaved portion of Foggy Bottom Road. VDOT has agreed to improved roadway markings approaching the narrow bridge, which has now been done, to make clear to drivers that it is a one lane bridge in hopes that fewer drivers will attempt to cross in opposite directions simultaneously. VDOT has also filled portions of the drainage ditch that they believe were excessively deep, and they will be doing some shoring work to ensure a solid base for the bridge, as heavy rains tend to wash away its base. As always, my office will continue to work with residents, organizations, business owners, and VDOT, to monitor and address safety concerns along this section of roadway.

Hillsboro Road (widening of narrow one lane bridge section): I worked with VDOT for over a year to identify a solution for widening the short section of Hillsboro Road where vehicles used to have to stop to allow oncoming traffic to pass due to the lack of two full lanes of traffic over the narrow creek crossing. I was pleased to report previously that VDOT had identified an approved design, necessary state funding and environmental clearances to widen the crossing to one full lane in each direction so that vehicles would no longer have to yield to oncoming traffic. I'm happy to report that the improvement has since been completed.



Hillsboro's "ReThink9" Traffic Calming, Pedestrian Safety, Congestion Mitigation & Infrastructure Project: This project, also known as ReThink9, will construct traffic calming and congestion mitigation, pedestrian safety, utility and water/wastewater improvements along Route 9 through the Town of Hillsboro. Improvements include roundabouts on both sides of town, traffic calming streetscaping, sidewalks and multi-use trails, safe on-street parking, burial of overhead utility lines, replacement of antiquated water system (main, meters and laterals), installation of a storm water sewer system, and installation of sanitary sewer main and laterals. The plan is to construct all projects simultaneously in order to reduce cost and minimize impacts on traffic, businesses, and area residents.

Last year, my colleagues on the board supported my request for \$4.8 million in FY18 to help fund design and engineering of the entire project and construction of the "downtown" section of the project (not including roundabouts), and the town secured a Transportation Alternatives grant to build the GapWay multi-use trail from Mountain Rd. to Hillsboro Rd. On June 14, 2018, this project received approval of \$12.1 million funding from the Northern Virginia Transportation Authority. The Town has also received grants from the County and Virginia Department of Health for the Drinking Water project and from the County for the sanitary sewer main installation. The Town was awarded two additional Transportation Alternative grants for two additional multi-modal trails, on Gaver Mill Road and on Stony Point and Highwater Roads, which will provide safe access throughout Hillsboro.

The project is being administered by the Town of Hillsboro with design and construction being handled by Volkert Engineering. Numerous rounds of public and citizen meetings have been held, and an environmental assessment for The Gap Way Trail was conducted. 100% design plans, including the western roundabout, were completed and submitted to the County and VDOT and all right-of-way has been cleared. After reviewing the bids they received from several contractors in July, the Town determined that it must reject all bids in the best interest of the community as they were over the

construction estimate and would have resulted in a 31 to 36 month construction period, thus negatively impacting area residents and businesses for far too long.

I'm happy to have worked with VDOT and the Town to reduce the construction time frame as well as the negative impacts to area residents and businesses. The new Maintenance of Traffic (MOT) plan as developed and approved by VDOT, NVTA, and the Town of Hillsboro is made up of three phases to help alleviate the impact of this project at each major stage.

I support continued progress of this project with the understanding that the town and VDOT continue to remain as flexible as possible to the needs of our residential and business communities, and with the knowledge that no Loudoun project has had as many public meetings as this one, and that the town has agreed to hold monthly community update and input sessions which have already began.

It's also important to note that any delay could cause the loss of long awaited state funding and result in simultaneous construction with other major upcoming projects such as the new Rt 7/Hillsboro Road Interchange project, the Rt 9/Rt 287 Roundabout upgrade project, the second entrance to Woodgrove H.S. and Mountain View E.S. Project, the eastbound Rt 7 on-ramp extension from Rt 9 project, and/or the Rt 7/Rt 287 Interchange improvement project - any of which would further exacerbate negative impacts to our community and should be avoided.

In anticipation of this project and likely impacts on surrounding area roads, I've worked with the Town to request that VDOT improve these roads prior to implementation of any detours. I would like to thank VDOT for agreeing to accelerate the maintenance schedule for Cider Mill (Rt 751), Stoney Point (Rt 719), and Woodgrove (Rt 719). The general scope of improvements to be conducted on these roads includes cutting back of overgrown vegetation along the road, shoulder repair work, addressing drop offs along the side of the road, ditching, repaving, and trenching where possible to add additional strength to the edge of the road. This work is already underway and will be completed in advance of the ReThink9 project construction.

In addition to monthly community update and input sessions and creation of the core stakeholders group by the Town, the town has created a website called ReThink9 to keep you informed of the latest updates and other project information. The site includes "Frequently Asked Questions", along with a "Contact Us" page, both of which can be found [here](#). I will also be working with the town to share additional updates as they become available.



Route 287 Northbound Left Turn Signal onto Route 7

Westbound: Last year, at the request of residents, I worked with VDOT and Purcellville to adjust signal timing in order to allow northbound Route 287 traffic wishing to turn left onto westbound Route 7, a few seconds per cycle of uninterrupted time to make this movement without worry of oncoming Route 287 southbound traffic. This improvement was added by VDOT during rush hour periods. While this improvement improved traffic flow, my office continued to receive and monitor complaints that the lack of a dedicated green arrow turn signal for this movement prevented the timing adjustment from achieving its full benefit by allowing continued confusion for some drivers who still stopped during the dedicated turn time in order to ascertain whether anyone was coming southbound on Route 287,

prior to making the movement. Based on this information, I requested that VDOT create a dedicated green arrow turn signal at this intersection. That request was subsequently approved and has been implemented by VDOT. While these improvements have helped reduce traffic congestion and the number of northbound Route 287 drivers utilizing the unpaved shoulder to pass vehicles waiting to turn left onto westbound Route 7 westbound, the entire interchange is in need of major improvements which is why I fought for and obtained \$12 million for future improvements, and why construction of the new Route 7/Route 690 Interchange is so important. (see Route 7/Route 287 Interchange update below for additional details regarding future improvements)



Route 7/Route 287 Interchange: This is a project that I was able to have added to the Loudoun's Capital Improvement Program (CIP) during the FY17 budget process. The project provides for design, preliminary engineering and construction of future improvements to the existing Rt 7/Rt 287 Interchange in Purcellville. The project was original approved by the Board of Supervisors to seek \$11 million in state funding for FY22. In June of calendar year 2017, VDOT awarded \$11,391,000 in Smart Scale funding for the project in FY22 and FY23. Given the state funding (FY22 & FY23) is a year behind the county's request for funding (FY21 & FY22) I asked

county staff to seek VDOT acceleration of \$2 million in design funding from FY22 to FY19. As part of the FY18 budget process, I was able to get approval of that request, and \$2 million in design funding was accelerated from FY22 to FY19 which allowed design work to commence in the Summer of 2018. While design funding was advanced, VDOT has not yet approved our request to accelerate funding for right-of-way acquisition, utility relocation and construction from FY23 to FY22. Staff has received and reviewed nine design proposals for the project and a contract will be awarded following a scoping meeting with the design/development consultant. Construction is scheduled to begin in FY23 and is anticipated to take a year to complete.

Route 7 Widening Added to CIP (Route 690 to Greenway): As part of the FY 2020 Capital Improvement Program (CIP) discussions, I was able to add the widening of Route 7 from Route 690 (Hillsboro Road) to the Greenway as a new project to the County's approved CIP, with funding in future years. If re-elected this November, I will work to accelerate this much needed project.

Route 7 Widening (Route 9 to Greenway): As a result of the VDOT Route 7 Corridor Improvement Study issued in December of 2017, the Board directed staff to initiate the planning phase to design and construct a third eastbound lane on Route 7 (Route 9 to the Greenway), and a third westbound lane on Route 7 (Greenway to West Market Street), and to amend the Countywide Transportation Plan to identify the Ultimate Condition of Route 7 as four lanes in each direction from West Market Street to the Greenway. Initial design concepts for this widening project are expected to be presented to the Board in December of 2019.

On-ramp Extension (Route 9 ramp onto Route 7 Eastbound): This project will extend the Route 9 on-ramp to Route 7 eastbound from its current end point, all the way to Beechnut Road. Based on a VDOT Study, completion of this project is expected to greatly reduce current Route 7 eastbound morning backups from commuter traffic approaching Route 9. In working together with Supervisor Higgins, VDOT has agreed to administer and construct the on-ramp extension. We are awaiting VDOT's expected timeline for

construction of the ramp extension. As soon as they provide a timeline, I will share it with you.

Route 7/Route 690 Interchange: This project constructs an interchange at the intersection of Rt 7 and Rt 690. Currently, it is a \$41 million project funded via several local and state revenue sources. As part of the FY17 budget process I was able to accelerate the county's construction funding from FY22 to FY21, while maintaining design funding in FY17, along with utility and right-of-way acquisition in FY18 and FY19. In November of 2016, the design contract was awarded. In June of 2017, the project became fully funded via a VDOT Smart Scale award totaling \$9,565,000 scheduled by the state for FY22 and FY23. This was great news as it fully funded the project; however, Smart Scale funding "federalized" the project resulting in a subsequent 18-24 month delay to project construction currently planned to begin in FY23 (previously planned for FY21). The delay is due to the additional processes and layers of approval that come with a federalized project. It should be noted that the previous construction schedule, like all projects, was based on anticipated funding from various sources - most of which are not under local control - and are awarded on a competitive (and sometimes political) basis. While I am extremely unhappy about the delay, it would be unwise for the County to deny this funding in hopes of another funding source that may not federalize the project being awarded in a manner that would not further delay the project beyond FY23. County denial of the funding would also hurt Loudoun's reputation with state and federal funding sources and ultimately result in less funding from these sources. That, in turn, would cause increased pressure to raise local taxes as a means to address our traffic concerns. At my request in April of 2018, the Board voted unanimously to seek acceleration of the state construction funding from FY23 to FY22. The state did not approve that request; however, they did agree to accelerate design funding from FY22 funding to FY19, in order to get started on design. As such, a VDOT Design and Location Public Hearing was held on April 16, 2018, to allow public review of the NEPA documents. The design consultant (Dewberry) prepared and submitted responses to comments received at the Public Hearing. Projects in excess of \$15 million that include state

revenue as a funding source now require an additional "value engineering" phase whereby a separate design team evaluates the initial project design for cost and time savings that might still produce the desired result. DTCL staff and the design consultant met with VDOT staff in August of 2018, to perform a value engineering study on the interchange design. I had asked that roundabouts at the top of the on/off ramps be considered as a way to reduce cost and help to maintain the roads rural character. Dewberry analyzed the roundabout recommendation and concluded it could improve traffic flow while decreasing project cost by \$3.4 million. DTCL staff and Dewberry submitted updated traffic study information to VDOT, demonstrating improved traffic flow through the addition of roundabouts at the interchange ramps. The revised intersection justification report was submitted to VDOT for review in May of 2019. Dewberry is currently working on incorporation of the roundabouts into the new 60% design plans. Due to the redesign work associated with the value engineering recommendation, the design phase completion was delayed from Spring of 2019 to Fall of 2020. I am extremely happy that the roundabouts design showed an improved level of service as this will be better for traffic while maintaining rural character of the area. At the September 10th, 2019 Finance committee meeting, the Board voted to continue moving forward with the project by increasing the award authority for the consulting services for Roadway and Civil Design Services for the Route 7/Route 690 Interchange contract by \$656,140, for a new design contract award authority amount of \$4,448,896. As always, I will keep you informed as additional updates become available.

Roundabout Design



Non-roundabout Design



Route 9/Route 287 Roundabout: This project will remove the traffic signal and construct a roundabout to enhance safety and reduce traffic congestion at the Rt 9/Rt 287 intersection. Partial design funding was included in the FY16 adopted budget to initiate intersection improvement planning and design. In September of 2017, Wallace Montgomery was awarded a design contract. Updated traffic counts were obtained in October of 2017. Letters were mailed to area property owners in November of 2017 notifying them of pending field work associated with the project. Field survey and environmental investigations were initiated in the Fall of 2017. In September of 2018, Wallace Montgomery submitted its traffic analysis of the intersection and conceptual roundabout designs to

[illegible]

Route 9 Safety and Operational Study: At the June 29, 2017, Transportation Summit, the Board of Supervisors directed staff to initiate a safety and operational analysis for rural primary Routes 7 (western portion), 9, 15 (south of Leesburg), 50 (western portion) and 287. The studies will be conducted in the following priority order: Route 9, Route 15, Route 7, Route 50, Route 287. Regarding the Route 9 Study, existing conditions at the time were documented using reported VDOT traffic counts. Current trip counts including AM and PM peak period intersection turning movements and intersection queue data, is being collected and analyzed. Existing road conditions are also being assessed. Traffic modeling will be conducted to

project future traffic volumes and identify future congestion and will take into account future projects along the corridor. Proposed improvement concepts will be developed and presented to the public and the Board of Supervisors. Public engagement will include a focus group, partner agency meetings, public meetings, workshops, and surveys. The public meetings are scheduled to kick off in mid-November. I will let you know once we have final dates set for these meetings.

Route 7/Williams Gap Road Turn Lane: This project improved safety at the intersection of Rt 7 and Williams Gap Rd with construction of a right hand turn lane for westbound traffic on Rt 7 wishing to turn northbound onto Williams Gap Rd. The Board of Supervisors endorsed design of this project in July of 2016. VDOT received authorization for right-of-way in November of 2016. Utility relocation work was completed in June of 2017. Construction began in December of 2017, and concluded in May of 2018. The turn lane is now fully operational.

2nd Entrance to Woodgrove High School & Mountain View Elementary (Woodgrove H.S./Fields Farm Park Road): This project will provide a secondary entrance to Woodgrove High School and Mountain View Elementary School via a new two lane roadway (Fields Farm Park Road) that will extend from Hillsboro Rd and connect to existing Mayfair Crown Drive. The southern end of the existing access road from Alder School Rd to Mountain View ES and Woodgrove HS will be extended to connect to the new Fields Farm Park Road just west of its connection with Mayfair Crown Drive. LCPS was originally planned to construct this portion of the entrance; however, when I asked about the status, they requested that the County take over the project, which we then agreed to do. LCPS approved the County's road (2nd entrance to Woodgrove HS & Mountain View ES) and sports field plan in October of 2018. In August of 2018, 100% design plans were submitted. In order to complete land acquisition and be able to record all the necessary road and utility easements, a portion of the property needs to be annexed into the Town of Purcellville. In August & September of 2018, DTCL staff worked with the County Attorney's Office to develop

documents to facilitate a boundary line adjustment (BLA). The BLA process has to be completed before this project can move forward and the Town of Purcellville had decided to hold a public hearing prior to approving the BLA. The town had originally planned to this public hearing on Tuesday, October 22, 2019, at 7pm, however, due to an oversight in advertising the public hearing, the town has rescheduled their public hearing to November 12, 2019. I would encourage anyone who wishes to see this project move forward as soon as possible to attend the town's public hearing and speak in support of this BLA so that the town will approve it. Upon conclusion of the BLA process, transportation staff will finalize the necessary land acquisition and work to relocate utilities where needed. Based on a duration of one year to complete land acquisition and utility relocation, the County anticipates advertising for road construction in late calendar year 2020. Currently, road construction is anticipated to begin in Spring of 2021, and end in Summer of 2022. In an effort to accelerate addition of a partial 2nd entrance, I asked county staff on October 23, 2019, to explore the feasibility of building the project in two phases with the first phase being the southern extension of the school access road to connect with existing Mayfair Crown Drive. If feasible, I believe this would provide a working 2nd entrance to Woodgrove H.S. and Mountainview E.S. much sooner than the currently anticipated timeline for full project completion. I will keep you informed as additional information becomes available.



Purcellville's Silcott Springs & A Street Roundabout Project:

This project constructs a single lane roundabout at the intersection of Silcott Springs Road (South 32nd Street) and A Street in Purcellville. Funding for the project came from state Revenue Sharing and NVTAF funds. Work began in June of 2019, and was completed shortly thereafter. The new roundabout looks great and helps to maintain the areas rural character!

**My Capital Improvement Program (CIP) Requests
for the Upcoming FY21 - FY26 Process**

These are my CIP requests for the Upcoming FY21-FY26 CIP Process. Each year as county staff prepares to present their recommended starting point for the Board's CIP budget deliberations, I meet with them in an effort to ensure that our District's previously approved projects are left untouched or accelerated, and to add new projects that we have identified as priorities during the previous year.

1. Add as New Project - **Fleetwood Road Widening to Regular VDOT Standard (Evergreen Mills Road - Route 50).**
2. Add as New Project - **Trailhead Road Widening to Regular VDOT Standard (Route 50 - Lenah Road).**
3. Accelerate Existing Project - **Signal at Intersection of Belmont Ridge Road & Legacy Park Drive.**
4. Accelerate Existing Project - **Braddock Road Widening (Royal Hunter Drive - Gum Spring Road).**
5. Accelerate Existing Project - **Ryan Road Widening (Northstar Blvd - Evergreen Mills Road).**
6. Accelerate Existing Project - **Western Loudoun Recreation Center.**

My Six-Year Secondary Road Program CIP Requests:

1. Add as New Project - **Goshen Road (Marrwood Drive - Sacred Mountain Street & Conejo Way to Braddock Road).**
2. Add as New Project - **Lenah Road (Braddock Road - Trailhead Drive).**

My Capital Improvement Program (CIP) Requests for last year's FY19 - FY24 Amended Process

These are the CIP requests and current status of my requests for last years six-year biennial FY19 - FY24 CIP amendment process. Each year as county staff prepares to present their recommended starting point for the Board's CIP budget deliberations, I meet with them in an effort to ensure that our District's previously approved projects are left untouched or accelerated, and to add new projects that we have identified as priorities during the previous year.

1. Add as New Project - **Route 7 eastbound lane widening (Hillsboro Road - Dulles Greenway)**: Successfully added as new CIP project with \$70,000,000 in Future FY funding.
2. Add as New Project - **Route 7 westbound lane widening (Dulles Greenway - Hillsboro Road)**: Successfully added as new CIP project with \$3,620,000 in FY21; \$2,320,000 in FY24; \$47,195,000 in Future FY funding.
3. Add as New Project - **Route 7 & Clayton Hall Road intersection improvements**: This will be addressed through the Board's Intersection Improvement Program (received priority ranking of 5).
4. Add as New Project - **Route 7 & Blue Ridge Mountain Road intersection improvements**: This will be addressed through the Board's Intersection Improvement Program (received priority ranking of 2).
5. Add as New Project - **Route 9 & Harper's Ferry Road intersection improvements**: This is being considered as part of the ongoing Rt 9 Rural Primary Route, Safety and Operational Study.
6. Add as New Project - **Route 9 & Cider Mill Road intersection improvements**: This is being considered as part of the ongoing Rt 9 Rural Primary Route, Safety and Operational Study. Additionally, in preparation for Hillsboro's upcoming ReThink9 Traffic Calming, Pedestrian Safety, Congestion Mitigation & Infrastructure Project, VDOT has agreed to improve Cider Mill Road prior to any possible detour implementation.
7. Add as New Project - **Route 9 & Creamer Lane intersection improvements**: This will be addressed through the Board's Intersection Improvement Program (received priority ranking of 1). It's also being considered as part of the ongoing Rt 9 Rural Primary Route, Safety and Operational Study.
8. Add as New Project - **Route 9 & Purcellville Road intersection improvements**: This will be addressed through the Board's Intersection Improvement Program (received priority ranking of 4). It's also being considered as part of the ongoing Rt 9 Rural Primary Route, Safety and Operational Study.

9. Add as New Project - **Route 9 & Sweet Springs Gas Station improvements:** This is being considered as part of the ongoing Rt 9 Rural Primary Route, Safety and Operational Study.

Note: regarding the Intersection Improvement Program, The Board has directed staff to prioritize intersections that received a ranking of “5” for funding within the Intersection Improvement Program and to progress through the remaining intersections in descending order.

Capital Improvement Program Updates (Non-Transportation)

Aldie Fire & Rescue Station Replacement: After years of closed session efforts that I could not discuss publicly, I'm happy to announce that I made a motion at the June 20, 2019, Board Business Meeting which was unanimously supported by my colleagues to purchase a new 12 acre site on the S.W. corner of Gilbert's Corner for construction of the replacement Aldie Volunteer Fire Station. This means we now have a new site for the Aldie Volunteer Fire Station **located outside of the Village of Aldie!** Many thanks to my colleagues for their support, and to the many residents and community organizations that helped fight to make this happen!

Additionally, as part of the Board's previous action to move forward with the old site located inside the Village, there was an effort to remove that site from the Aldie Historic and Cultural Conservation District. As of the Board's October 16, 2019 meeting, that effort has ceased and the old site will now officially remain within the Aldie Historic and Cultural Conservation District.

This was a long and arduous effort, but we did it!

MOTION SHEET

Loudoun County Board of Supervisors

June 20, 2019

PROPERTY ACQUISITION MOTION:

I move that the Board of Supervisors authorize and direct the County Administrator to execute a purchase and sales contract, as approved by the County Attorney, to acquire 11.70 +/- acres of land at the southwest corner of John Mosby Highway and James Monroe Highway for \$875,000.





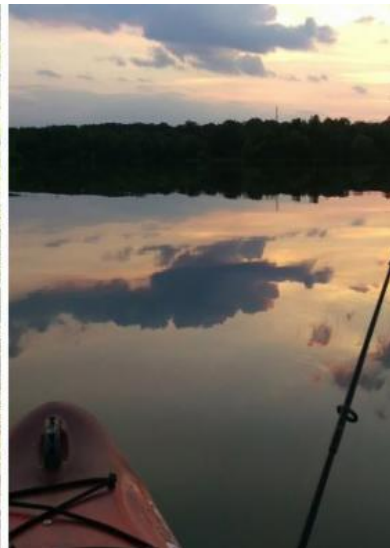
Independence High School: The new two-story high school opened this year and is located on the southeast corner of the intersection of Creighton and Evergreen Mills Road, next to the new Brambleton Middle school. The nearly 285,000 square foot building serves students in grades 9 through 12, with a program capacity of 1,800 students. It includes classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields and other associated spaces to support LCPS's high school program. Go Tigers!!!



Beaverdam Reservoir Park: This Loudoun Water passive park will be an extension of its educational efforts and an opportunity to ensure that its focus remains as a drinking water resource with the ability to sustainably manage public access through community partnerships. In January of 2018, the Loudoun Water Board approved a design contract for Phase 1 of the Beaverdam Reservoir Park project based on input from community meetings. Loudoun Water continues to work with County staff, NOVA Parks and the community to move forward with an innovative future

for the Reservoir and public park. The Loudoun Water Board of Directors approved the design contract and believes its designer Nelson Byrd Woltz Landscape Architects will bring the concept plan to life. There are also discussions about the possibility of a future trail connection from Hal & Bernie Hanson Regional Park (currently under construction), through the community of Brambleton, to North Point Park located near the reservoir's dam (north end of reservoir). The Board approved their plans for the park on May 15, 2019. Here's Loudoun Water's anticipated Beaverdam Reservoir Renovation Project Timeline:

- 2015 and 2016: Reservoir was open to the public
- 2017 through Summer to 2019: Reservoir closed to the public
Unfortunately, the reservoir is still not open yet. Loudoun water started the natural refill back in May, but the hot weather we had this summer has kept the level too low to be opened. They will reopen the reservoir as soon as it gets to a level that is a safe enough depth. Currently the projected reopening is scheduled for Spring 2020 but it is largely dependent on the weather. I will keep you updated as my office monitors this aspect of the project.
- Spring of 2020: Estimated to begin construction
- Spring of 2021: Estimated construction completion





Brambleton Library: This newly opened library is 40,000' square feet and occupies most of the first floor and all of the second floor of a four story office building constructed as a proffer requirement in the heart of the Brambleton Town Center. The Brambleton developer hopes to lease a small portion of the first floor as a retail or restaurant use. The Library was opened to the public on December 1, 2018, with 6,280 visitors on opening day and 4,117 the next day. Congrats to Library Director Liu for accepting the new 40,000' square foot state of the art facility as the 10th library in the County's system! Many thanks to the prior Board, the Library Board of Trustees, and the Brambleton Developer for working to identify an agreement that allowed the opening to occur a full two years earlier then originally planned. If you haven't already done so, please go visit Loudoun's newest Library!

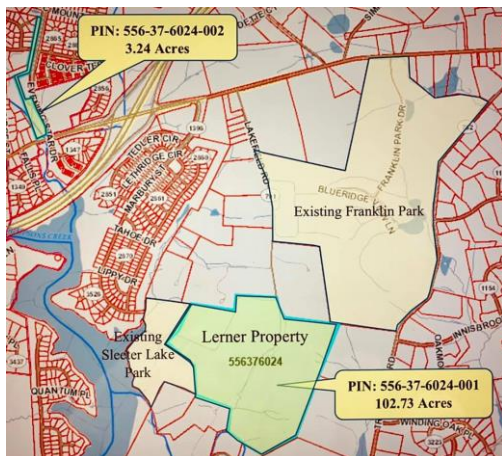
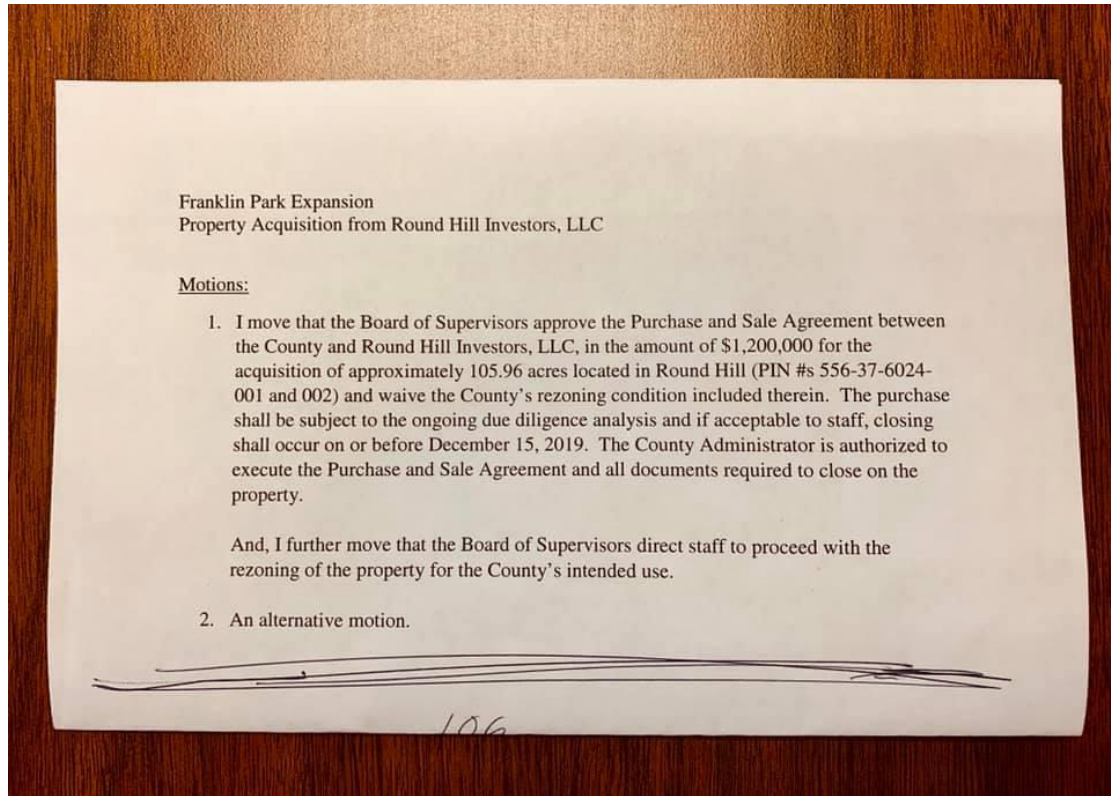


Franklin Park Expansion and Connection to Sleeter Lake Park!:

Many thanks to my colleagues for supporting my September 19, 2019, motion to purchase a new 106 acre parcel to expand Franklin Park and connect it with Sleeter Lake Park!

In addition to the possibility of active recreational opportunities, the park may also serve in a more passive manner such as trails (hiking, mountain biking, equestrian), equestrian facilities (rings), bike parks,

ropes courses, or picnic pavilions to name just a few of the possibilities.



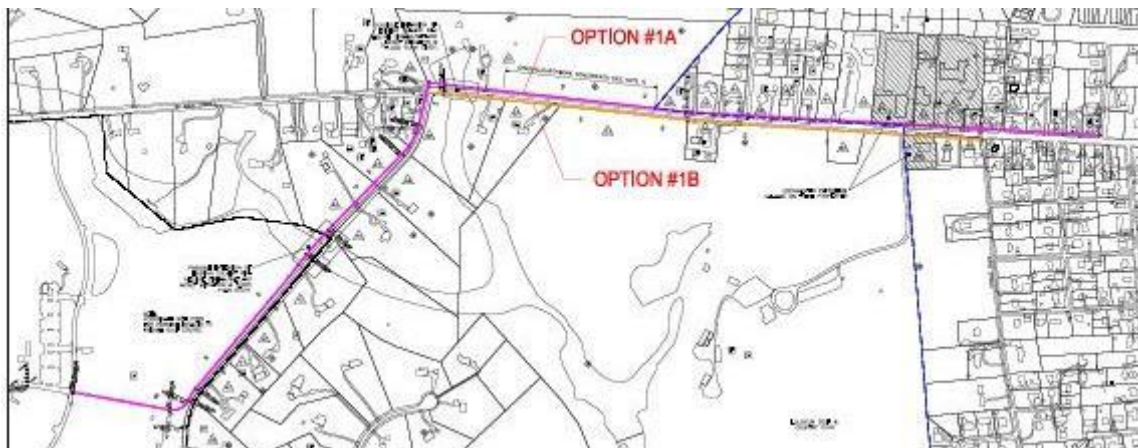
Fields Farm Park: This County funded project will construct a future park on the land between Woodgrove High School and Rt 7, in the Town of Purcellville. In December of 2016, the Board of Supervisors

endorsed a conceptual design for Fields Farm Park and Fields Farm Park Road. Through a collaborative effort between the Department of Parks, Recreation, and Community Services (PRCS) and Loudoun County Public Schools (LCPS), the Park's conceptual design involved transfer of a portion of park funding to LCPS for development of a new rectangular artificial turf field adjacent to Woodgrove High School in return for LCPS granting the County Woodgrove High School's old rectangular artificial turf field for incorporation into the Park for PRCS use and programming. In February of 2018, the Board authorized DTCL staff to proceed with a corporate boundary line adjustment to add/remove County owned lands to/from the corporate limits of the Town of Purcellville and authorized a lease area adjustment with LCPS associated with the Woodgrove High School/Mountain View Elementary School property. DTCL staff has been meeting with the Town of Purcellville to further discuss the process to annex portions of County owned land into the Town of Purcellville. A public hearing will be held by the Town of Purcellville on November 12th. I encourage anyone wishing to see this project move forward attend the Town's public hearing and speak in favor of the annexation. Assuming the Town approves the annexation, staff anticipates completion of the process for the addition/removal of lands from the Town of Purcellville by Spring of 2020. Funding for park design and construction is currently scheduled for FY 2021 and FY 2022.



Franklin Park to Purcellville Trail: This project provides funding to develop an alignment and preliminary design for a 1.1 mile recreational trail from Franklin Park to the Town of Purcellville. This is part of a larger sidewalk and shared use trail project to connect Round Hill to Purcellville. I held a public input meeting in Purcellville in June of 2017 to discuss two alignment options being offered by the County. In addition, I asked the Town of Purcellville for its input on a preferred alignment. The town conducted public outreach and recommended a new alignment which would have connected Franklin Park to 32nd and A Street via a trail through the Farmington on the Green community. The Farmington on the Green HOA subsequently made clear that under no circumstances would it agree

to allow a public trail through its community. In the absence of support from the Farmington on the Green HOA, the Town indicated its preference for County Alignment "1B" which would connect Franklin Park to the existing sidewalk system in Purcellville via a trail adjacent to Tranquility Road and the south side of Main Street. However, a number of businesses (including the Loudoun Golf and Country Club) have notified me that they oppose this alignment. As such, and due to the overall level of public interest in this project, additional time will be taken during the design phase to obtain public feedback and integrate it into the design. As a result, completion of the design phase is being extended from Spring 2019 to Fall 2020. Since funding for ROW acquisition and construction does not become available until FY 2022 based on the Adopted FY 2019 - FY 2024 CIP, extension of the design phase does not delay the project. Alternatives "1A" and "1B" are shown below:

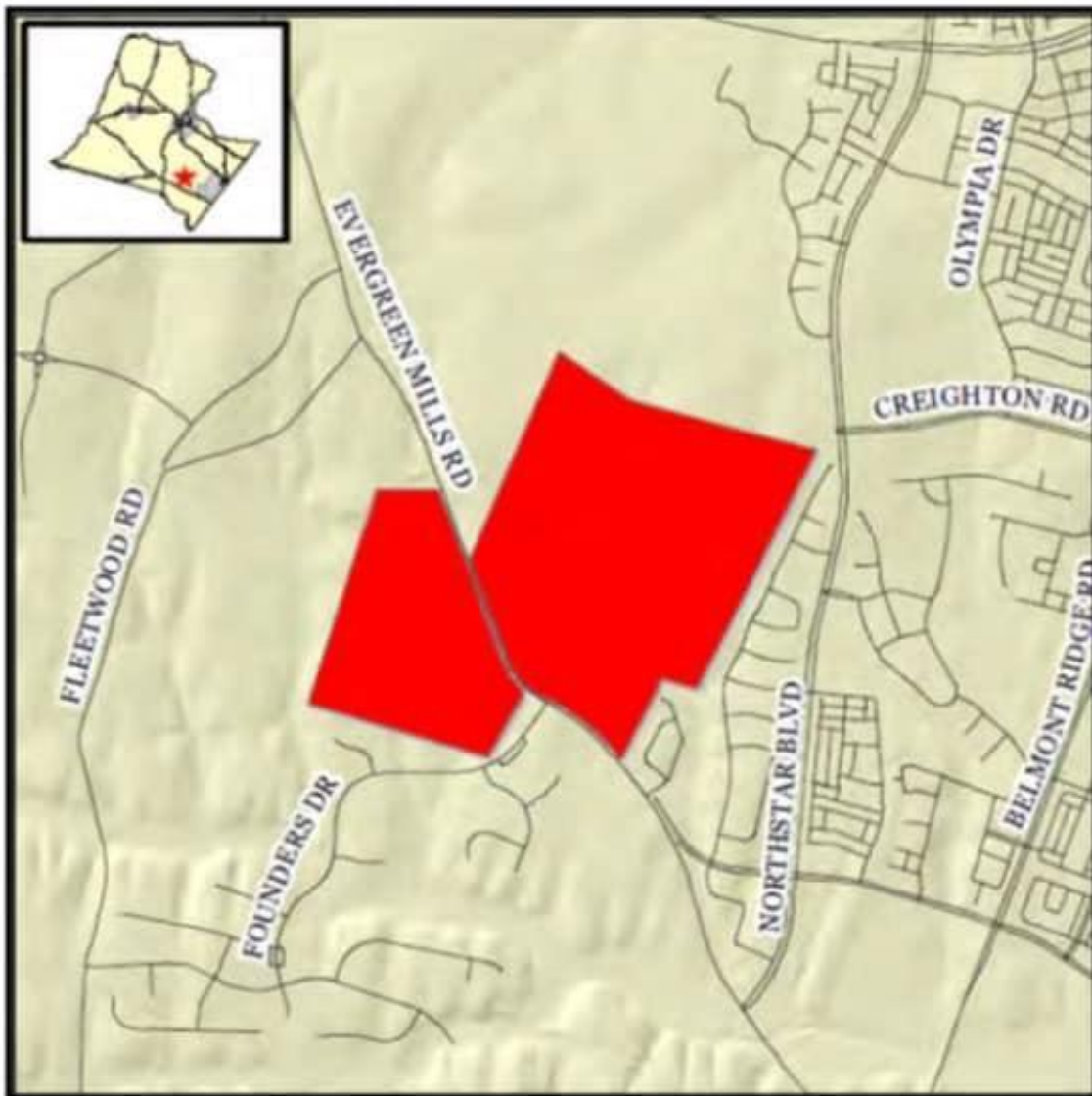


Hal and Berni Hanson Regional Park: This project provides for the design and construction of a 260 acre regional park on both sides of Evergreen Mills Rd between the communities of Brambleton and Willowsford. The park will feature 75 passive acres, ten rectangular grass soccer fields, one cricket field, four tennis courts, four diamond fields, two championship turf fields, one basketball court, grandstands, concession buildings, nine restroom facilities, park offices, maintenance facilities, pavilions, picnic shelters, two playgrounds, dog parks, a splash pad, a skate plaza, a Park Lodge, a Nature Center, restoration of the historic Hanson Farm House, and

Evergreen Mills Road improvements. The 75 acre passive park will include paved and natural surface trails suitable for bicyclists and pedestrians. Five existing lakes on the property will be restored and used for park irrigation. The project was fully funded in FY 2018; however, due to shallow rock, necessary fill material and a significant amount of earthwork needed to construct the athletic fields, the Board was notified that the project would cost significantly more than originally funded. Specifically, updated estimates put completion at \$76,684,400, as opposed to the previously funded amount of \$64,016,000. The FY 2020 Capital Improvement Program did not include additional funding for the project; however, county staff developed a strategy to fully fund the project, which was presented to and approved by the Board on May 23, 2019, thus once again, fully funding the project. As a member of the Board's Finance subcommittee, I've advocated strongly for full funding of this project since January of 2016, and proud of my colleagues for finding a way to support full funding without delaying the project. Construction began with the June 29, 2019, ground breaking and is currently expected to be complete by Spring of 2022. I'm excited to share this news with you, as the Park will be a great asset to Loudoun County!







Howardsville Community Wastewater System: This project designs and constructs a much needed community wastewater treatment facility in order to serve the public health needs of the historic community of Howardsville. Staff previously identified and brought forward a parcel with potential to accommodate the needed community wastewater system consisting of subsurface drain fields and a small wastewater treatment system. At the November 18, 2017, Board Business Meeting, the Board authorized staff to finalize a contract for permanent easements necessary for the development,

operation, and maintenance of the proposed community wastewater treatment system. In FY18 the project was fully funded via Community Wastewater Program funding. Staff conducted administrative and field work confirming that the parcel would allow for a properly sized onsite sewage disposal and treatment system within the easement. Soil evaluations were performed to confirm a specific site for the necessary systems. Staff worked with Loudoun Water throughout the process in order to ensure proper standards. I'm happy to report that the necessary Commission Permit and Special Exception (SPEX) to move forward with project construction were both approved by the Board on April 10, 2019. Currently construction is expected to begin in Spring of 2020 and end in Winter of 2020. While the Board of Supervisors is funding this project, the completed wastewater system will be owned, operated and maintained by Loudoun Water.

Hillsboro Safe Drinking Water Project: This project is part of the Hillsboro traffic calming project listed in the transportation section. It provides funding and project management support to assist the Town of Hillsboro with abandoning its contaminated spring source and replacing it with a municipal water system in order to deliver potable water to Hillsboro residents. Full replacement of the entire system is being coordinated as part of the Hillsboro Traffic Calming, Pedestrian Safety, Congestion Mitigation and Infrastructure Project. The first phase of the Drinking Water project, which will bring the new water source on line, is well underway. Additional and continuously updated information regarding upcoming Hillsboro projects can be found at www.rethink9.com which is maintained by town of Hillsboro officials and staff.

Lightridge Highschool (HS-9), Elementary (ES-29) & County Public Use Site: At the December 13, 2016, Finance Committee meeting, I made a motion to accelerate the opening of HS-9 from School year 2021/2022 to School year 2020/2021 as requested by LCPS and many area parents. This motion was unanimously supported by the Finance Committee and later approved by the full Board of Supervisors. The acceleration of HS-9 will result in the stabilization of area students one year earlier than otherwise possible. The Board of Supervisors and LCPS worked together to

acquire this site. This site will also be home to the future ES-29 and a 30 acre county public use site which I hope to become a County park. LCPS continues to make progress with construction of HS-9. I will keep you updated as progress continues.

Kirkpatrick Farms Fire and Rescue Station #27

(COMPLETE!): On May 30 the new 18,000 square foot fire and rescue station on a 7-acre site just south of the intersection of Braddock Rd and Northstar Blvd. became operational! The strategic location of this facility is definitely an asset to the emergency system and allows first responders to reach the Kirkpatrick Farms, Loudoun Crossings and other neighboring communities more effectively and efficiently. The cost for the station was financed through local tax revenue and cash proffers. The program specifications for Fire-Rescue are comprised of two key operational areas – 7, 664 square feet apparatus bay area to accommodate vehicle garaging and associated storage; and an area to facilitate crew quarters with administrative space. The four drive through bays station will house an Advanced Life Support (ALS) staffed Engine, Tanker and EMS Unit. The facility will have a daily staffing of seven. Other spaces include: gym, watch room, training rooms, kitchen and dining area, decontamination room, 7 two-person bunkrooms, and PPE storage among others. Construction is complete and a ribbon cutting was June 26th, 2019.





Purcellville's A Street Sidewalk Connection: Per request by the Town of Purcellville, I was able to gain support of my colleagues to provide the Town \$875,000 to fund design, right-of-way acquisition, and construction of a new sidewalk along the north side of A Street from Blue Ridge Middle School to Maple Avenue. I'm excited to

inform you that construction was substantially completed in time for the first day of school!



Purcellville Developmental Services Group Residence: This project demolishes the existing Group Residence in the Town of Purcellville and designs and constructs a new 3,400 SF facility, which is intended to serve four to five clients, and associated staff needs. Staff has received design proposals for design of the residence and issued the contract to begin the design work. This project is anticipated for bid in Spring of 2020.

Purcellville Walking Path Linkage Project: This project uses County provided funding to construct a 5' wide walking path along the east side of South 32nd St from West Main St to the Ball property line located south of West J St (about half way between West J St and West I St. The project is being managed by the Town of Purcellville and is currently in the design phase. Survey work has been completed and design is underway. Once design phase is complete we will be able to have an estimated construction time frame.

Round Hill Fire and Rescue Station Replacement – This project provides funding to design and construct a new Round Hill Fire Station on a County owned site adjacent to the Town of Round Hill, for Round Hill Fire and Rescue Company #4. The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food prep and dining areas, laundry and decontamination areas, and supply storage. It will also include gear and hose drying area, a breathing apparatus, air compressor room, a

fitness room, offices, and a repair shop. The Station will include the addition of a brush truck. Funding for the new Fire Station is programed for FY19 and FY21.

Round Hill Developmental Services Group Residence: This project designs a group residence for four individuals with Intellectual and Developmental Disabilities at 17394 Arrowood Place in the Villages at Round Hill. In October of 2017, the Board of Supervisors authorized the award of a construction contract to Hammerhead Construction. The notice to proceed with construction was issued in December of 2017. In January of 2018, County staff met with the Round Hill HOA to provide an overview of the project and answer questions. Interior close-in, interior finishes, and site work are currently underway. Construction is substantially complete, with the Town of Round Hill recently issuing a Certificate of Occupancy to the Department of Transportation and Capital Infrastructure (DTCI). DTCI is currently working with the contractor to finish the punch-list items that have been identified. The contractor is also in the process of laying sod at the property due to issues with seeding and are estimated to have it completed in early September. Additionally, the Department of Information Technology (DIT) has the residence's computer network fully tested and up and running and are currently working to install Cable TV in each of the residents' rooms. A walk-through of the residence with DTCI, General Services, and the department of Mental Health, Substance Abuse and Developmental Services (MHSADS) is being scheduled prior to DTCI providing General Services and MHSADS with keys to the residence. MHSADS is also working on identifying the necessary furniture and home good supplies for the residents; once this is finished MHSADS will make an application to the Virginia Department of Behavioral Health and Developmental Services (DBHDS) to acquire a license in order to operate the residence as a Group Home. This is the final step, and once the license is given residents will begin to be moved in. Currently, it is anticipated that residents will be fully moved in by late Fall.

Round Hill - Franklin Park Trail: This project designs and constructs a mixed use trail from the center of the Town of Round Hill to Franklin Park. VDOT recently authorized project advertisement

and the construction Invitation for Bid was issued on September 5, 2019. In the next quarter, bids will be received and VDOT and FHWA will then review for their approval. Work is expected to start in Early Spring of 2020 for a Fall of 2021 completion.

Round Hill Main Street Enhancement Project: The Town of Round Hill's Main Street Project will construct improvements to Main Street from East Loudoun Street (Rt. 7 Business) to approximately 34 North Main Street. Improvements include pedestrian access, on-street parking, safety, streetscaping and storm water drainage issues. In addition to new sidewalks, the project will also include curb and gutter, new culverts and upgraded underground piping that will capture and redirect stormwater along Main Street and East Loudoun Street which has been a long standing source of flooding for yards and basements throughout town. The design for this project is complete and has been approved by VDOT, and on September 5, 2019, VDOT and FHWA approved project advertisement in conjunction with the Round Hill to Franklin Park Trail project, the the Invitation for Bids was issued. In the next quarter, bids will be received and VDOT and FHWA will then review for their approval. At the request of Mayor Ramsey and the Round Hill Town Council, I was able to get Board of Supervisor approval in 2017 to reallocate proffer funding from another project for utilization on this one. Construction of the Main Street enhancements will be administered by Loudoun County concurrently with the construction of the County's Round Hill to Franklin Park Trail project. Town and County staff are currently working on constructability and maintenance of traffic issues. Construction is projected to begin in early Spring of 2020 for a Fall of 2021 completion.

Sleeter Lake Park: Sleeter Lake was opened to the public in August of 2018. Loudoun now has a publicly accessible lake and next year with the reopening of Loudoun Water's Beaverdam Reservoir, we will have two publicly accessible lakes! The official grand opening ceremony was held on October 13th of 2018. The 11-acre park features picnic areas with tables and grills, canoe and kayak storage, a small boat or kayak launch area and an extensive shoreline for fishing. It is located between Round Hill and Purcellville,

on the east side of Sleeter Lake and can be accessed from Lakefield Road. Pre-opening work included construction of improvements to the existing road network and trails. In 2017, the County provided \$65,000 toward the installation of restrooms, water fountains and maintenance storage. In 2018, the County provided an additional \$185,000 for safety/accessibility features and educational opportunities scheduled for installation to be installed in 2020. As part of the agreement the County will maintain and cut the grass, along with assisting the Town with daily opening and closing of the Park. In September of 2018, I worked with VDOT to identify funding to accelerate the paving of Lakefield Road due to the accelerated opening of the Park. That effort was successful and VDOT has now paved the road per my request to its least intrusive Rural Rustic, pave-in-place standard in order to maintain the roads rural character to the maximum extent possible. Phases 1 & 2 of the park have been completed. Moving forward, Phase 3 will include an outdoor classroom, permanent restroom facilities, ADA walkway and viewing platform, kayak and canoe launch, small pavilion and engineering for the stabilization of the Stone House. In this quarter, coordination for zoning approval of the boat launch occurred, additional safety signage was installed, and electric service was provided to the shoreline to enable a security camera to be installed, coordination with the HOA continues in order to acquire an easement for the waterline to the new restroom, and design plans for waterline are underway. In the next quarter, it is anticipated that zoning permits will be submitted, a contractor will be procured for the pavilion and platform project, easement documents will be approved by the HOA, and applications will begin to be accepted for memorial features of the park.

Many thanks to everyone who worked on this project to include Mayor Ramsey & the Round Hill Town Council, Joe Lupino-Esposito from the Villages of Round Hill HOA, Director Steve Torpy from Loudoun Parks & Rec, the Sleeter family, and my office staff. A special thanks to Round Hill Town Administrator Melissa Hynes for her extensive work on this project. And last but not least I'd like to thank Scout Pack 961 and Daisy Troop 70079 for their many hours of volunteer work. And to Daniel Thomas for building the canoe storage

rack as an Eagle Scout Project; Jet Glackin for building the water safety an education information kiosk; and to Georgian Overman for helping create these outstanding Scout partnerships! I look forward to continued improvements and progress for the Round Hill Park



Western Loudoun Park and Ride: This project provides for the design and construction of a 250 space (minimum) surface level park and ride lot on a site adjacent to the future Fields Farm Park along the north side of Route 7. The project is being partially funded through the Federal Congestion Mitigation and Air Quality program; therefore, design services must be procured through the Request for

Proposal (RFP) process, which includes all applicable Federal provisions. The remaining funding was requested through the Virginia Department of Transportation, Smart Scale program in FY21 - FY23. DFP submitted the design services RFP to VDOT for review and received VDOT authorization to advertise on May 24, 2018. The RFP was issued by DFP on June 22, 2018. Design is expected to take approximately 18 months due to the fact that the property will need to be rezoned in order to accommodate the future Park and Ride lot. A community information meeting was held for the project on December 17, 2018, to present the conceptual design to the nearby neighboring communities. With no right-of-way requirements, construction should begin in August of 2022 and last for about a year, with completion in August of 2023. Per the FY20 CIP, the project should be fully funded in FY23.

Woodgrove Park Restrooms: This project provides funding for the installation of a public restroom facility in Woodgrove Park on Evening Star drive near Round Hill Elementary School. Bids were received on April 5, 2017, for the installation of the restroom and concession building at this location along with two other park sites. Based on the need for supplemental funding, the bids were canceled and the project was rebid. At its April 19, 2018, Business Meeting, the Board of Supervisors appropriated \$177,945 from the Capital Projects Contingency Account and approved the contract award to Madigan Construction. A kick-off meeting was held on May 23, 2018, and a preconstruction meeting and notice to proceed with construction was issued on June 25, 2018. Construction was completed in Fall of 2019 and the restrooms were turned over to Parks and Recreation for operations.



Comprehensive Plan Update Complete!

envision

LOUDOUN

our county • our future

The Envision Loudoun process led to the development of the draft Loudoun County 2019 Comprehensive Plan which will serve as the county government's guide for land use and transportation policy that will provide a framework and implementation strategy to meet the county's future priorities and needs. The final plan was approved at the June 20th, 2019, Board of Supervisor Business Meeting.

My main goals throughout the process were to ensure substantial improvements to our multi-modal transportation system; to greatly reduce the amount of recommended new residential growth in the Transition Policy Area; to ensure a framework for more parks, trails and recreational opportunities; to protect western Loudoun's rural, historic and scenic character for the benefit of future generations; and to ensure continued support for Loudoun's thriving economy.

While no one was able to get everything they wanted, I'm happy to say that I was able to get most of what my constituents wanted, to include continued improvements to our transportation network; no new homes in the Rural Policy Area, along with a reduction from the recommended 16,080 new homes in the Transition Policy Area, down to 2,180 (my goal was as close to zero as possible); a framework for more parks, trails and recreational opportunities, to include the addition of new publicly accessible open spaces in the Transition Policy Area; and the maintenance of all current Rural Policy Area protections, along with some new ones such as the new Ridgeline Protection Overlay designed to ensure continuation of

western Loudoun's scenic viewsheds for the benefit of future generations.

More information regarding the recently adopted Plan can be found [here](#).

My Conservation Easement Initiative Results in New County Conservation Easement Assistance Program



Conservation Easements are without a doubt, the best way to permanently restrict the future development potential of land in a way that "runs with the land" (remains applicable even if the land is sold). If we are to protect western Loudoun's rural, historic and scenic character for the enjoyment of future generations, we need to put as much land into Conservation as possible. As such, I brought forward a Board Member Initiative to create a new Conservation Easement Assistance Program in Loudoun, to help folks with some of the

upfront costs of putting their land into Conservation Easement. That initiative passed and I'm pleased to announce that Loudoun now has a Conservation Easement Assistance Program in place.

Many thanks to the below organizations for sending official Resolutions of support for this initiative:

1. All 7 Loudoun Towns (Leesburg, Purcellville, Hillsboro, Round Hill, Middleburg, Lovettsville, Hamilton)
2. Loudoun County Rural Economic Development Council
3. Loudoun County Heritage Commission
4. Loudoun County Equine Alliance
5. Loudoun Bed & Breakfast Guild
6. Loudoun County Farm Bureau
7. Visit Loudoun
8. Old Dominion Land Trust
9. Land Trust of Virginia
10. Mosby Heritage Area Association
11. Loudoun County Preservation and Conservation Coalition
12. Friends of the Blue Ridge Mountains
13. Unison Preservation Society
14. Loudoun's Director of Economic Development, Mr. Buddy Rizer, stating his support for conservation easements as an important tool in preserving opportunity for the growth of rural businesses in Loudoun county.

For more information about Loudoun's new Conservation Easements Assistance Program, visit loudoun.gov/conservationeasements or email conservationeasements@loudoun.gov

**Transfer of Development Rights Program Initiative
Initiated by Myself & Supervisor Higgins**



Loudoun to Study Transfer of Development Rights

If Loudoun is to protect the rural, historic and scenic character of western Loudoun for the benefit of future generations, we must permanently reduce the development potential of our remaining rural areas. In addition to the importance of Conservation Easements discussed above, a properly vetted county run Transfer of Development Rights Program is another effective tool for doing so.

As such, Supervisor Higgins and I brought forward a Transfer of Development Rights Program initiative earlier this year. The initiative was approved by the Board for staff to return to for Board consideration of its recommendations as to how such a program might work in Loudoun County. The Board also added the necessary language to our updated Comprehensive Plan in order to allow for a county run Transfer of Development Rights Program.

I will keep you informed of progress regarding this initiative as additional information becomes available.

Broadband and Cellular Coverage in Western Loudoun



Seeking Federal Broadband Grant assistance from Senator Kaine

Increasing Broadband and Cellular coverage throughout rural Loudoun is a top priority for me. The lack of sufficient broadband reduces quality of life and negatively affects our economy, public safety, education and so much more...

At the September 16, 2016, Board Strategic Planning Retreat, the Board directed staff to work toward expansion of broadband into rural Loudoun as part of our overall Economic Development strategy. In an effort to meet that objective, the Department of Information Technology (DIT) engaged numerous stakeholders including but not limited to: the Loudoun Communications Commission, multiple County agencies and departments, Loudoun County Public Schools, and many others in an effort to develop a Board Directed Broadband Strategic Plan for Loudoun County.

At the June 21, 2018, Board Business Meeting, I made a motion to adopt the proposed Loudoun County Broadband Strategic Plan. The motion passed meaning that for the first time, the full Board of Supervisors had unanimously adopted a Broadband Strategic Plan for the expansion of broadband and cellular services throughout rural Loudoun. This is something that has never before been accomplished in Loudoun, and it was an initiative that I'd fought for from my first day in office! While this is a high level vision document, it is significant in that it formally recognizes rural expansion of broadband services as an adopted goal of the Board of Supervisors as a whole, rather than that of one or two individual Board members.

At the July 18, 2019, Board Business Meeting, I was honored to make a unanimously approved motion directing staff to work through upcoming budget processes to identify funding and procurement options through a public/private partnership for deployment of a 140 mile middle-mile fiber network, to connect 60 key County owned facilities throughout western Loudoun at a cost of \$16.1 million, using a private third party provider who will own and operate the new in-ground fiber network. This network would bring in-ground fiber much closer to western Loudoun residents and businesses who need it, thereby incentivising internet providers to serve new customers by greatly reducing their cost of doing so. In addition, it is anticipated that the County would realize a full return on investment in ten (10) years, after which becoming less expensive than the projected annual cost of maintaining current service contracts with existing service providers (Verizon, NOVEC, Comcast) for connection to these County owned facilities.



Supervisors Eyes \$16M Rural Broadband Initiative



Renss Greene

3 months ago



On October 3, 2019, at the Greater Hillsboro Business Alliance meeting, I took advantage of an opportunity to ask Virginia State Senator Tim Kaine to commit to amending current federal broadband grant laws in order to ensure that Loudoun becomes qualified to receive them. Currently, the fact that eastern Loudoun is "substantially served" with broadband coverage makes it extremely

difficult for underserved areas of Loudoun to qualify for federal broadband grants that could help accelerate our expansion efforts.

Broadband Progress Timeline:

- July 2016: Board approved amendments to streamline administrative processes for certain types of telecommunications antennas and facilities related to wireless small cell deployment.
- July 2016: Board approved zoning amendments in Rural Hamlet and Rural Village zoning districts to add telecommunications antennas and monopoles of limited height as permitted or special exception uses.
- September 2016: Board officially adds expansion of broadband and cellular coverage throughout western Loudoun as a goal.
- March 2017: Board directs County staff to develop and present to the Board, a Broadband Strategic Plan for increasing broadband coverage throughout western Loudoun.
- Annually since 2016: Board approved Legislative Agenda Items supporting state initiatives to provide localities with additional authority regarding rural broadband expansion initiatives.
- November 2017: Board sought and gained improvements to Virginia's Department of Historic Resources Review Committee response times for review of service provider applications.
- January 2018: Board unanimously approved my motion to cut Loudoun's business personal property tax rate on wireless broadband equipment by 50% in order to attract new wireless providers and incentivize existing providers to expand coverage.
- April 2018: Board approved \$5 million (\$1.5 in FY19, \$1.75 in FY20, \$1.75 in FY21) for LCPS Broadband expansion project to provide in-ground-fiber connections to LCPS's western Loudoun schools and facilities.
- June 2018: Board approves my motion to adopt Loudoun's first ever Broadband Strategic Plan.
- November 2018: Board initiates Broadband Study to explore potential costs for connecting County facilities with a private Wide-Area-Network to reduce costs for the provision of Internet access, and for the identification of costs, alternatives, and

funding options, for the provision of broadband internet services to unserved and underserved areas of rural Loudoun County in support of the Board's adopted Broadband Strategic Plan.

- July 2019: Board approves my motion directing staff to work through upcoming budget processes to identify funding and procurement options through a public/private partnership for deployment of a 140 mile middle-mile fiber network, to connect 60 key County owned facilities throughout western Loudoun at a cost of \$16.1 million, using a private third party provider who will own and operate the new in-ground fiber network. This network would bring in-ground fiber much closer to western Loudoun residents and businesses who need it, thereby incentivising internet providers to serve new customers by greatly reducing their cost of doing so.
- October 2019: Asked Senator Tim Kaine to commit to amending current federal broadband grant laws in order to ensure that Loudoun becomes qualified to receive them.
- 2016 - 2020: My staff and I work continuously with residents, HOA's, and Internet Service Providers to assist with new service connections.

No Access to Broadband? Let Us Know!

I encourage anyone without access to service from a broadband provider to let us know by clicking [here](#).

Once on the Loudoun Express Request system:

- Type "Broadband" in the search box
- Select "Cable and Broadband Service Request"
- Fill in the requested information

Upon completion, broadband providers will be notified of your lack of service availability. In addition, your notification will be populated on a county map in order to help identify focus areas as we continue the effort to increase broadband and cellular coverage throughout western Loudoun County.

Working for Loudoun's Veterans



New Leesburg Veterans Center

I'm happy to have worked during this term to bring the new Veterans Center to Leesburg! The Center, which opened in February of 2018, provides free, and confidential counseling for veterans, active duty military, and their families who are struggling with mental health issues such as PTSD; overcoming military sexual trauma; confronting substance abuse; adjusting to civilian life; bereavement; family counseling; employment assessment/referral; and much more. Our local veterans are enjoying the new location as they used to have to travel to Alexandria or West Virginia for these much needed services. Based on demand, the Center announced in October of 2018, that it was quadrupling its service hours for 2019!

Appointments at the Leesburg "Vet Center Community Access Center" can be made by calling (304) 263-6776



Loudoun County Veterans Program

I'm honored to announce that Loudoun County has initiated a program for one-stop-shop information, outreach and referral hub for

Loudoun County veterans and their families. This program also establishes a collaborative network of partners, including traditional veterans service organizations, e.g., the Marine Corps League and other non-governmental organizations, e.g., the American Red Cross, who serve our county veterans and their families.

In 2017, the Board of Supervisors approved funding for the hiring of Mr. Thomas Grant Jr., a western Loudoun County resident and retired U.S. Army officer, to serve full time as the Loudoun County Veterans Services Coordinator. Mr. Grant is here to support all of our county veterans and their families and can be reached directly at telephone (571) 258-3815. I would personally like to encourage all of our county veterans to take advantage of the services provided by this county veterans program!

Tax Relief for 100% Disabled Veterans

Loudoun County offers several tax relief programs for 100% disabled veterans and for surviving spouses of armed service members killed in action. Please click [here](#) for more information about those programs.

"Loudoun County Veterans" Facebook Page

Please consider joining this [Facebook page](#) devoted to our veterans! This page is a positive place for Loudoun veterans to promote fellowship, motivation and knowledge through the sharing of thoughts, ideas, news, events and other information designed to strengthen, encourage, support and help one another. There are approximately 30,000 veterans in Loudoun. It would be great to have as many as possible join the page!

The MISSION Act: Increasing the VA's Care and Services

A new law, called the MISSION Act, strengthens the VA's ability to provide veterans with state-of-the-art care and services. The law makes several improvements to VA care which began on June 6, 2019.

Of particular note, under the MISSION Act there are six different eligibility criteria for community care. Meeting any one of these criteria for the specific care a veteran may need means they are eligible to receive that care either through direct VA care or a community provider in VA's network. For more information, especially about the criteria for eligibility, click [here](#) to read an informational brochure that covers further details.

Ashburn VDVS Office Opening Again

Good news! The Virginia Department of Veterans Services office located in Ashburn has reopened and is once again providing Veterans with benefits and support. The office is located at 4435 Premier Plaza, Suite 200, Ashburn, VA 20147, and phone number is (703) 995-9998 or fax at (703) 995-9997.

LCCVEB Website and Facebook Page

The Loudoun County Community Veterans Engagement Board (LCCVEB) now has its very own website and Facebook page! Please consider going online and checking them out. If you would like to visit the website, click [here](#). To give their Facebook page a like, click [here](#).

Legislation to Benefit Veterans Exposed to Agent Orange

In an historic victory to aid veterans, the US Senate unanimously passed legislation this Spring to grant benefits to Navy veterans who were exposed to Agent Orange while serving in the Vietnam War. The House of Representatives had previously unanimously passed the bill earlier this year. The purpose of this legislation was to extend disability benefits to the nearly 90,000 Navy veterans exposed to Agent Orange during their tour of duty. The bill also provides relief to veterans exposed to Agent Orange on the Korean DMZ and grants benefits to children who suffer from spina bifida due to their parents' service in Thailand. To learn more about this landmark and historic achievement for veterans, click here [here](#).

Website Resource for Registering as Volunteer/Donate

If you desire to help veterans either as a volunteer or donating money and/or other resources, this website is a wonderful tool to get

registered and informed of local facilities and events where you can aid our veterans. The website allows you to choose what sort of aid you would like to provide and what facility or location works best for you. This is an excellent way to get involved and help veterans in need. Click [here](#) to access the website.

"Rally 'Round The Flag" 5K Run

The Middleburg American Legion Post 295 and Boy Scout Troop 2950 are hosting a 5K run on Saturday, November 9, on the Hill High School grounds. The run begins at 8:30 AM and costs \$25 dollars for entry to the race, numbered racing bib, and a free t-shirt. Troop 2950 will be holding a breakfast for veterans after the race. For more information, click [here](#) to see the flyer, and to register for the event click [here](#) for the webpage.

Celebration of Veterans at Purcellville Library

On November 9, at 10 AM there will be a special event for veterans at the Purcellville Library. Come on out for fun and games! If you would like to know more or are interested in attending, please email Allison Forbes at Allison.Forbes@loudoun.gov

Mark Your Calendar! Community Events



EatLoCo Farmers' Market: The EatLoCo Brambleton Marketplace is a year-round Sunday morning marketplace, and is open from 9am to 1pm every Sunday. It is located at Legacy Park and Olympia Drive in Brambleton. To get more information, click [here](#).



Middleburg Community Center Thanksgiving Dinner: On November 21 the Middleburg Community Center is hosting a Thanksgiving dinner! It is free, but an RSVP is required. It is scheduled to go from 6:00PM-8:00PM. To RSVP, please click [here](#).



Mosby Heritage Area: The Mosby Heritage Area Association has an exciting upcoming event in late November:

Nov. 21: Oliver Wendell Holmes with Stephen Budiansky 7:00PM-8:00PM at the Loudoun Museum

For more information on any of the Heritage Area's events, visit the Mosby Heritage Area Association's website by clicking [here](#).



Purcellville Turkey Trot: Come out and enjoy a fall morning in the Town of Purcellville on Sunday, November 10 at the 15th Annual Purcellville Turkey Trot 5K and Fun Run! The 5k Run will start at 8:00AM and is scheduled to go for forty-five minutes. For more information and to register, visit the official website [here](#).

All my best,

Tony Buffington
Blue Ridge District Supervisor
tony.buffington@loudoun.gov
Rachael Holmes
Chief of Staff
rachael.e.holmes@loudoun.gov
Robin Bartok
Legislative Aide
robin.w.bartok@loudoun.gov
Austin Caswell
Legislative Aide
austin.caswell@loudoun.gov

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